

B.—STATEMENT of the EXPENDITURE charged to the

| HEADS OF EXPENDITURE. | ACCOUNTS, 1902-1903. | | | | | REVISION | |
|---|----------------------------|--------------------------|--|------------|------------|----------------------------|--------------------------|
| | INDIA. (RUPEE FIGURES.) | | Total India (converted into £ at Rs 15 = £1). | England. | Total. | INDIA. (RUPEE FIGURES.) | |
| | Imperial. | Provincial and Local. | | | | Imperial. | Provincial and Local. |
| | ₹ | ₹ | £ | £ | £ | ₹ | ₹ |
| Brought forward | 11,99,29,073 | 22,43,77,055 | 22,953,742 | 6,360,355 | 29,314,097 | 16,35,11,000 | 22,59,59,000 |
| Railway Revenue Account— | | | | | | | |
| 38.—State Railways : Working Expenses | 14,71,63,320 | 2,44,843 | 9,827,211 | ... | 9,827,211 | 15,35,52,000 | 2,85,000 |
| Interest on Debt | 4,72,77,981 | ... | 3,151,865 | 1,143,504 | 4,295,369 | 4,95,57,000 | ... |
| Annuities in purchase of Railways | ... | ... | ... | 2,999,218 | 2,999,218 | ... | ... |
| Interest chargeable against Companies on Advances | 25,73,627 | 49,389 | 174,868 | 218,884 | 393,752 | 29,28,000 | 37,000 |
| Interest on Capital deposited by Companies | 2,57,616 | 46,346 | 20,264 | 1,150,225 | 1,170,489 | 3,88,000 | 46,000 |
| 39.—Guaranteed Companies : Surplus Profits, Land, and Supervision | 12,38,368 | ... | 82,558 | ... | 82,558 | 15,19,000 | ... |
| Interest | 1,24,895 | ... | 8,326 | 1,026,892 | 1,035,218 | 2,28,000 | ... |
| 40.—Subsidised Companies : Land, etc. | 6,31,098 | 2,096 | 42,213 | ... | 42,213 | 5,25,000 | 8,000 |
| 41.—Miscellaneous Railway Expenditure | 7,89,597 | 94,250 | 56,923 | ... | 56,923 | 7,56,000 | 90,000 |
| TOTAL | 20,00,56,502 | 4,36,924 | 13,366,228 | 6,538,723 | 19,904,951 | 20,94,53,000 | 4,66,000 |
| Irrigation— | | | | | | | |
| 42.—Major Works : Working Expenses | 71,82,931 | 41,36,227 | 754,610 | ... | 754,610 | 80,53,000 | 40,01,000 |
| Interest on Debt | 88,53,531 | 56,83,036 | 969,105 | ... | 969,105 | 91,65,000 | 57,30,000 |
| 43.—Minor Works and Navigation | 42,78,598 | 84,65,580 | 849,612 | 1,917 | 851,529 | 44,72,000 | 83,65,000 |
| TOTAL | 2,03,15,060 | 1,82,84,843 | 2,573,327 | 1,917 | 2,575,244 | 2,16,90,000 | 1,86,96,000 |
| Other Public Works— | | | | | | | |
| 44.—Military Works | 1,55,10,922 | ... | 1,034,062 | 62,607 | 1,096,669 | 1,49,00,000 | ... |
| 45.—Civil Works | 72,01,046 | 5,33,72,214 | 4,038,217 | 107,562 | 4,145,779 | 88,47,000 | 5,79,05,000 |
| 45 A.—Construction of Railways charged to Provincial or Local Revenues | ... | 8,19,892 | 54,659 | ... | 54,659 | ... | 3,69,000 |
| TOTAL | 2,27,11,968 | 5,41,92,106 | 5,126,938 | 170,169 | 5,297,107 | 2,37,47,000 | 5,83,04,000 |
| Army Services— | | | | | | | |
| 46.—Army : Effective | 17,09,99,003 | ... | 11,399,934 | 2,926,858 | 14,326,792 | 18,20,14,000 | ... |
| Non-Effective | 98,37,015 | ... | 655,801 | 2,363,799 | 3,019,600 | 1,00,42,000 | ... |
| TOTAL | 18,08,36,018 | ... | 12,055,735 | 5,290,657 | 17,346,392 | 19,20,56,000 | ... |
| Special Defence Works— | | | | | | | |
| 47.—Special Defences (1902) | ... | ... | ... | ... | ... | 3,36,000 | ... |
| TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL | 54,38,48,621 | 29,72,90,928 | 56,075,970 | 18,361,821 | 74,437,791 | 61,07,93,000 | 30,34,25,000 |
| Add—Portion of Allotments to Provincial Governments not spent by them in the year | ... | 42,81,898 | 285,460 | ... | ... | ... | 2,07,17,000 |
| Deduct—Portion of Provincial Expenditure defrayed from Provincial Balances. | ... | 53,68,273 | 357,885 | ... | 72,425 | ... | 26,99,000 |
| Total Expenditure charged to Revenue | 54,38,48,621 | 29,62,04,553 | 56,003,545 | 18,361,821 | 74,365,365 | 61,07,93,000 | 32,14,43,000 |

| Capital Expenditure not charged to Revenue— | ACCOUNTS, 1902-1903. | | | |
|---|----------------------|--------------------------------|-----------|-----------|
| | INDIA. | | England. | Total. |
| | Amount in Rupees. | Equivalent in £ at Rs 15 = £1. | | |
| | ₹ | £ | £ | £ |
| 48.—State Railways | 4,55,19,860 | 3,034,657 | 1,529,344 | 4,564,000 |
| 49.—Irrigation Works | 83,62,673 | 557,512 | 6,679 | 564,190 |
| TOTAL | 5,38,82,533 | 3,592,169 | 1,536,023 | 5,128,190 |

Revenues of India, in India and in England—continued.

| ESTIMATE, 1903-1904. | | | Increase + Decrease — of Revised, as compared with Budget Estimate, 1903-1904. | BUDGET ESTIMATE, 1904-1905. | | | | | Increase + Decrease — of Budget, 1904-1905, as compared with Budget Estimate, 1903-1904. | Increase + Decrease — of Budget, 1904-1905, as compared with Revised Estimate, 1903-1904. |
|--|------------|-------------|--|-----------------------------|--------------------------|--|------------|-------------|---|---|
| Total India (converted into £ at Rs=£1). | England. | TOTAL. | | INDIA. (RUPEE FIGURES.) | | Total India (converted into £ at Rs=£1). | England. | TOTAL. | | |
| | | | | Imperial. | Provincial and Local. | | | | | |
| ₹ | ₹ | ₹ | ₹ | ₹ | ₹ | ₹ | ₹ | ₹ | ₹ | ₹ |
| 10,964,700 | 6,407,300 | 32,372,000 | + 1,940,600 | 13,75,86,000 | 23,15,73,000 | 24,610,600 | 6,451,400 | 31,062,000 | + 630,600 | - 1,310,000 |
| 10,255,800 | ... | 10,255,800 | + 352,600 | 15,80,99,000 | 3,60,000 | 19,563,900 | ... | 10,563,900 | + 660,700 | + 308,100 |
| 1,303,800 | 1,140,400 | 4,444,200 | + 25,300 | 5,22,57,000 | ... | 3,483,800 | 1,140,800 | 4,624,600 | + 205,700 | + 180,400 |
| ... | 3,004,600 | 3,004,600 | + 700 | ... | ... | ... | 3,008,500 | 3,008,500 | + 4,600 | + 3,900 |
| 197,700 | 218,900 | 416,600 | + 700 | 32,19,000 | 49,000 | 217,800 | 238,400 | 456,200 | + 40,300 | + 39,600 |
| 28,900 | 1,193,500 | 1,222,400 | - 37,000 | 6,62,000 | 68,000 | 48,700 | 1,234,300 | 1,283,000 | + 23,600 | + 60,600 |
| 101,300 | ... | 101,300 | + 6,700 | 18,93,000 | ... | 126,200 | ... | 126,200 | + 31,600 | + 24,900 |
| 15,200 | 1,032,800 | 1,048,000 | - 9,300 | 1,22,000 | ... | 8,100 | 1,056,100 | 1,064,200 | + 6,900 | + 16,200 |
| 35,500 | ... | 35,500 | - 44,000 | 10,06,000 | 1,55,000 | 77,000 | ... | 77,000 | - 2,500 | + 41,500 |
| 56,400 | ... | 56,400 | - 3,300 | 8,00,000 | 70,000 | 58,000 | ... | 58,000 | - 1,700 | + 1,600 |
| 1,094,600 | 6,590,200 | 20,584,800 | + 292,400 | 21,80,52,000 | 7,02,000 | 14,583,500 | 6,678,100 | 21,261,600 | + 969,200 | + 676,800 |
| 803,600 | ... | 803,600 | + 45,700 | 82,00,000 | 41,18,000 | 821,200 | ... | 821,200 | + 63,300 | + 17,600 |
| 993,000 | ... | 993,000 | - 1,400 | 95,52,000 | 58,00,000 | 1,023,500 | ... | 1,023,500 | + 29,100 | + 30,500 |
| 895,800 | 2,200 | 898,000 | - 82,300 | 47,56,000 | 81,66,000 | 861,500 | 1,700 | 863,200 | - 117,100 | - 34,800 |
| 1,092,400 | 2,200 | 2,694,600 | - 38,000 | 2,25,08,000 | 1,80,84,000 | 2,706,200 | 1,700 | 2,707,900 | - 24,700 | + 13,300 |
| 993,300 | 54,000 | 1,047,300 | + 1,300 | 1,55,84,000 | ... | 1,038,900 | 17,700 | 1,056,600 | + 10,600 | + 9,300 |
| 4,439,200 | 95,200 | 4,545,400 | + 121,100 | 97,37,000 | 6,48,50,000 | 4,975,200 | 90,800 | 5,066,000 | + 641,700 | + 520,600 |
| 26,600 | ... | 26,600 | - 25,000 | ... | 3,18,000 | 21,200 | ... | 21,200 | - 30,400 | - 5,100 |
| 5,470,100 | 149,200 | 5,619,300 | + 97,400 | 2,53,21,000 | 6,52,08,000 | 6,035,300 | 108,500 | 6,143,800 | + 621,900 | + 524,500 |
| 1,134,300 | 2,669,000 | 14,803,300 | + 131,900 | 19,29,78,000 | ... | 12,865,200 | 3,159,600 | 16,024,800 | + 1,353,100 | + 1,221,500 |
| 669,400 | 2,383,600 | 3,053,000 | + 32,500 | 98,37,000 | ... | 655,800 | 2,434,100 | 3,089,900 | + 69,400 | + 36,900 |
| 1,250,700 | 5,052,600 | 17,856,300 | + 164,400 | 20,28,15,000 | ... | 13,521,000 | 5,593,700 | 19,114,700 | + 1,422,800 | + 1,258,400 |
| 22,400 | 6,000 | 28,400 | - 91,600 | 16,00,000 | ... | 106,700 | 150,000 | 256,700 | + 136,700 | + 226,300 |
| 1,947,900 | 18,207,500 | 79,155,400 | + 2,365,200 | 60,78,82,000 | 31,55,67,000 | 61,563,300 | 18,983,400 | 80,546,700 | + 3,756,500 | + 1,391,300 |
| 1,381,100 | ... | + 1,201,200 | + 2,584,700 | ... | ... | ... | ... | - 1,316,800 | + 66,700 | - 2,518,000 |
| 179,900 | ... | | | ... | 1,97,52,000 | 1,316,800 | ... | | | |
| 1,119,100 | 18,207,500 | 80,356,600 | + 4,949,900 | 60,78,82,000 | 29,58,15,000 | 60,246,500 | 18,983,400 | 79,229,900 | + 3,823,200 | - 1,126,700 |

| REVISED ESTIMATE, 1903-1904. | | | | BUDGET ESTIMATE, 1904-1905. | | | |
|------------------------------|---------------------------------|-----------|-----------|-----------------------------|---------------------------------|-----------|-----------|
| INDIA. | | England. | Total. | INDIA. | | England. | Total. |
| Amount in Rupees. | Equivalent in £ at Rs=£1. | | | Amount in Rupees. | Equivalent in £ at Rs=£1. | | |
| ₹ | £ | £ | £ | ₹ | £ | £ | £ |
| 10,54,000 | 3,379,600 | 1,287,800 | 4,667,400 | 6,90,20,000 | 1,601,300 | 1,709,000 | 6,313,300 |
| 10,35,000 | 535,700 | 5,500 | 541,200 | 1,23,98,000 | 826,500 | 6,800 | 833,300 |
| 7,39,000 | 3,915,300 | 1,293,300 | 5,208,600 | 8,14,18,000 | 5,427,800 | 1,715,800 | 7,143,600 |

C.—Statement of Receipts and Disbursements of the

| | ACCOUNTS, 1902-1903. | | | REVISED ESTIMATE, 1903-1904. | | | BUDGET ESTIMATE, 1904-1905. | | |
|---|----------------------|------------|------------|------------------------------|--------------|------------|-----------------------------|-----------|------------|
| | India. | England. | Total. | India. | England. | Total. | India. | England. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Revenue (from Statement A) | 76,740,110 | 694,805 | 77,434,915 | 82,348,100 | 719,700 | 83,067,800 | 79,601,100 | 547,500 | 80,148,600 |
| Excess of Revenue over Expenditure charged to Revenue | ... | ... | 3,069,549 | ... | ... | 2,711,200 | ... | ... | 918,700 |
| Railway and Irrigation Capital not charged to Revenue— | | | | | | | | | |
| Capital raised through Companies towards outlay on State Railways (Net) | 1,303,361 | ... | 1,303,361 | ... | ... | ... | 1,650,000 | ... | 1,650,000 |
| OUTLAY OF RAILWAY COMPANIES— | | | | | | | | | |
| Repayments | 847,041 | 3,012 | 850,053 | 1,063,700 | 7,300 | 1,071,000 | 848,100 | 2,600 | 850,700 |
| NET | | | 0 | | | 0 | | | |
| RAISED AND DEPOSITED BY RAILWAY COMPANIES— | | | | | | | | | |
| On account of Subscribed Capital | 59,000 | 1,290,155 | 1,349,155 | 18,200 | 200,000 | 218,200 | 17,200 | 3,320,100 | 3,337,300 |
| NET | | | 1,326,635 | | | 0 | | | 1,267,300 |
| Permanent Debt Incurred— | | | | | | | | | |
| Sterling Debt— | | | | | | | | | |
| India Stock | ... | 1,500,000 | ... | ... | 1,500,000 | ... | ... | 2,500,000 | ... |
| Rupce Debt— | | | | | | | | | |
| Rupce Loan | 1,000,000 | ... | ... | 1,333,300 | ... | ... | 2,000,000 | ... | ... |
| TOTAL NET | 1,000,000 | 1,500,000 | 2,500,000 | 1,333,300 | 1,500,000 | 2,833,300 | 2,000,000 | 2,500,000 | 4,500,000 |
| Temporary Debt Incurred— | | | | | | | | | |
| Temporary Loans | ... | 3,500,000 | 3,500,000 | 333,300 | 2,000,000 | 2,333,300 | ... | 2,000,000 | 2,000,000 |
| NET | | | 0 | | | | | | |
| Unfunded Debt— | | | | | | | | | |
| Deposits of Service Funds | 95,216 | ... | ... | 95,700 | ... | ... | 94,100 | ... | ... |
| Savings Bank Deposits | 3,392,085 | ... | ... | 3,541,100 | ... | ... | 3,533,800 | ... | ... |
| TOTAL NET | 3,487,301 | ... | 3,487,301 | 3,636,800 | ... | 3,636,800 | 3,627,900 | ... | 3,627,900 |
| Deposits and Advances— | | | | | | | | | |
| Balances of Provincial Allotments | 285,400 | ... | ... | 1,381,100 | ... | ... | ... | ... | ... |
| Appropriation for Reduction or Avoidance of Debt | 564,700 | ... | ... | 586,400 | ... | ... | 546,100 | ... | ... |
| Excluded Local Funds | 690,634 | ... | ... | 694,700 | ... | ... | 672,000 | ... | ... |
| Railway Funds | 54,567 | ... | ... | 61,800 | ... | ... | 58,800 | ... | ... |
| Deposits of Sinking Funds | 9,504 | ... | ... | 9,900 | ... | ... | 10,300 | ... | ... |
| Gold Reserve Fund | 264,028 | 356,085(a) | ... | 2,465,700 | 2,566,200(b) | ... | 123,300 | 166,800 | ... |
| Departmental and Judicial Deposits | 16,701,174 | ... | ... | 15,201,700 | 40,900 | ... | 15,007,700 | ... | ... |
| Advances | 13,910,820 | 68,145 | ... | 4,916,900 | ... | ... | 4,122,900 | 7,500 | ... |
| Suspense Accounts | 528,619 | ... | ... | 208,600 | ... | ... | 5,100 | ... | ... |
| Exchange on Remittance Accounts, net | 93 | ... | ... | 18,500 | ... | ... | ... | ... | ... |
| Miscellaneous | 89,671 | ... | ... | ... | ... | ... | 3,000 | ... | ... |
| TOTAL NET | 33,099,270 | 424,230 | 33,523,500 | 25,545,300 | 2,607,100 | 28,152,400 | 20,549,300 | 174,300 | 20,723,600 |
| Carried over | 116,536,083 | 7,412,202 | 1,117,156 | 114,273,700 | 7,034,100 | 1,880,700 | 108,295,500 | 8,544,500 | ... |

(a) Includes £263,000 remitted from India by means of Council Bills.
 (b) Includes £2,200,000 ditto ditto ditto ditto.

Government of India, in India and in England.

| | ACCOUNTS, 1902-1903. | | | REVISED ESTIMATE, 1903-1904. | | | BUDGET ESTIMATE, 1904-1905. | | |
|---|----------------------|------------|------------|------------------------------|------------|------------|-----------------------------|------------|------------|
| | India. | England. | Total. | India. | England. | Total. | India. | England. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Expenditure, Imperial and Provincial (from Statement B) | 56,075,970 | 18,361,821 | 74,437,791 | 60,947,900 | 18,207,500 | 79,155,400 | 61,563,300 | 18,983,400 | 80,546,700 |
| —Provincial Surpluses transferred to "Deposits" | 285,460 | ... | 285,460 | 1,381,100 | ... | 1,381,100 | ... | ... | ... |
| —Provincial Deficits charged to "Deposits" | 357,885 | ... | 357,885 | 179,900 | ... | 179,900 | 1,316,800 | ... | 1,316,800 |
| TOTAL | 56,003,545 | 18,361,821 | 74,365,366 | 62,149,100 | 18,207,500 | 80,356,600 | 60,246,500 | 18,983,400 | 79,229,900 |
| Excess of Expenditure charged to Revenue, over Revenue— | | | 0 | | | 0 | | | 0 |
| Railway and Irrigation Capital not charged to Revenue— | | | | | | | | | |
| OUTLAY ON IRRIGATION WORKS | 557,512 | 6,679 | 564,191 | 535,700 | 5,500 | 541,200 | 826,500 | 6,800 | 833,300 |
| OUTLAY ON STATE RAILWAYS | 3,034,657 | 1,529,344 | 4,564,001 | 3,379,600 | 1,287,800 | 4,667,400 | 4,601,300 | 1,709,000 | 6,310,300 |
| OUTLAY OF RAILWAY COMPANIES— | | | | | | | | | |
| Payments for Capital outlay | 1,746,024 | 1,358,899 | 3,104,923 | 1,621,400 | 1,344,900 | 2,966,300 | 1,383,100 | 1,264,900 | 2,648,000 |
| NET | | | 2,254,870 | | | 1,895,300 | | | 1,797,300 |
| PAID AND DEPOSITED BY RAILWAY COMPANIES— | | | | | | | | | |
| Payments for discharge of Debentures | ... | 22,520 | 22,520 | ... | 247,000 | 247,000 | ... | 2,070,100 | 2,070,100 |
| NET | | | 0 | | | 28,800 | | | 0 |
| Permanent Debt Discharged— | | | | | | | | | |
| —Sinking Debt— | | | | | | | | | |
| India 4 p. c. Stock | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| G. I. P. Railway Debentures | ... | 1,368,800 | ... | ... | 600,000 | ... | ... | 1,002,100 | ... |
| —Sinking Debt— | | | | | | | | | |
| 4 p. c. Loans | 180 | ... | ... | 700 | ... | ... | 300 | ... | ... |
| 4 p. c. Loans | 88,758 | ... | ... | 84,000 | ... | ... | 84,000 | ... | ... |
| 3 p. c. Loans | 2,594 | ... | ... | 2,000 | ... | ... | 2,400 | ... | ... |
| Stock Notes | 13 | ... | ... | ... | ... | ... | ... | ... | ... |
| TOTAL | 91,545 | 1,368,800 | 1,460,345 | 86,700 | 600,000 | 686,700 | 86,700 | 1,002,100 | 1,088,800 |
| NET | | | 0 | | | 0 | | | 0 |
| Temporary Debt Discharged— | | | | | | | | | |
| Temporary Loans | ... | 4,000,000 | 4,000,000 | ... | 3,500,000 | 3,500,000 | 333,300 | 2,000,000 | 2,333,300 |
| NET | | | 500,000 | | | 1,166,700 | | | 333,300 |
| Included Debt— | | | | | | | | | |
| Special Loans | 3,374 | ... | ... | 300 | ... | ... | 300 | ... | ... |
| Deposits of Service Funds | 78,919 | ... | ... | 82,400 | ... | ... | 80,800 | ... | ... |
| Savings Bank Deposits | 2,755,625 | ... | ... | 2,823,100 | ... | ... | 2,858,700 | ... | ... |
| TOTAL | 2,837,918 | ... | 2,837,918 | 2,905,800 | ... | 2,905,800 | 2,939,800 | ... | 2,939,800 |
| NET | | | 0 | | | 0 | | | 0 |
| Deposits and Advances— | | | | | | | | | |
| Balances of Provincial Allotments | 357,885 | ... | ... | 179,900 | ... | ... | 1,316,800 | ... | ... |
| Excluded Local Funds | 609,824 | ... | ... | 674,500 | ... | ... | 657,500 | ... | ... |
| Railway Funds | 52,744 | ... | ... | 68,500 | ... | ... | 60,000 | ... | ... |
| Gold Reserve Fund | 263,000 | 356,085 | ... | 2,465,700 | 2,566,200 | ... | 123,300 | 166,800 | ... |
| Departmental and Judicial Deposits | 16,589,506 | ... | ... | 15,193,700 | ... | ... | 15,001,300 | ... | ... |
| Advances | 13,975,978 | 94,211 | ... | 4,765,700 | 214,800 | ... | 4,118,600 | 7,900 | ... |
| Expense Accounts | 33,372 | ... | ... | 121,700 | ... | ... | 2,900 | ... | ... |
| Exchange on Remittance Accounts, net | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous | 13,655 | 84 | ... | 20,700 | 300 | ... | ... | ... | ... |
| TOTAL | 31,955,964 | 450,380 | 32,406,344 | 23,490,400 | 2,781,300 | 26,271,700 | 21,280,400 | 174,700 | 21,455,100 |
| NET | | | 0 | | | 0 | | | 731,600 |
| Carried over | 96,227,165 | 27,098,443 | ... | 94,168,700 | 27,974,000 | ... | 91,697,600 | 27,211,000 | ... |

C.—Statement of Receipts and Disbursements of the

| | ACCOUNTS, 1902-1903. | | | REVISED ESTIMATE, 1903-1904. | | | BUDGET ESTIMATE, 1904-1905. | | |
|--|----------------------|-------------------|------------|------------------------------|-------------------|------------|-----------------------------|------------|------------|
| | India. | England. | Total. | India. | England. | Total. | India. | England. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Brought forward . . . | 116,536,083 | 7,412,202 | | 114,278,700 | 7,034,100 | | 108,295,500 | 8,544,500 | |
| Loans and Advances by Imperial Government . . . | 687,083 | ... | 687,083 | 348,400 | ... | 348,400 | 289,300 | ... | 289,300 |
| NET | | | 17,610 | | | 0 | | | 50,000 |
| Loans and Advances by Provincial Governments . . . | 679,098 | ... | 679,098 | 790,300 | ... | 790,300 | 578,500 | ... | 578,500 |
| NET | | | 87,587 | | | 280,500 | | | |
| Remittances— | | | | | | | | | |
| Inland Money Orders . . . | 20,266,573 | ... | | 21,000,000 | ... | | 21,666,700 | ... | |
| Other Local Remittances . . . | ... | ... | | 990,300 | ... | | 579,500 | ... | |
| Other Departmental Accounts . . . | 406,433 | ... | | 735,000 | | | 780,900 | | |
| Net Receipts by Civil Treasuries from— | | | | | | | | | |
| Post Office . . . | 674,656 | ... | | 686,700 | ... | | 602,900 | ... | |
| Guaranteed Railways . . . | 997,050 | ... | | 1,145,700 | ... | | 1,032,300 | ... | |
| Public Works . . . | 2,163,933 | ... | | 2,865,700 | ... | | 847,400 | ... | |
| Net Receipts from Civil Treasuries by— | | | | | | | | | |
| Telegraph . . . | 59,861 | ... | | 102,100 | ... | | 184,300 | ... | |
| Marine . . . | 379,220 | ... | | 368,800 | ... | | 338,800 | ... | |
| Military . . . | 11,955,716 | ... | | 12,976,800 | ... | | 13,091,500 | ... | |
| Remittance Account between England and India— | | | | | | | | | |
| Gold remitted from India . . . | 8,418 | 497,207 | | ... | 3,996,900 | | ... | | |
| Purchase of silver . . . | 285,000 | ... | | 4,055,000 | ... | | ... | | |
| Railway transactions . . . | 1,534,498 | 1,468,307 | | 1,601,500 | 16,600 | | 2,747,000 | 2,453,000 | |
| Other . . . | 679,038 | 836,482 | | 685,100 | 2,596,700 | | 511,900 | 504,000 | |
| TOTAL | 39,410,396 | 2,801,996 | 42,212,392 | 47,212,700 | 6,610,200 | 53,822,900 | 42,383,200 | 2,957,000 | 45,340,200 |
| NET | | | 0 | | | 1,329,900 | | | |
| Secretary of State's Bills drawn . . . | ... | (a) 18,236,947 | 18,236,947 | | (b) 21,500,000 | 21,500,000 | ... | 16,500,000 | 16,500,000 |
| TOTAL RECEIPTS | 157,312,660 | 28,451,145 | | 162,630,100 | 35,144,300 | | 151,544,500 | 28,001,500 | |
| Opening Balance . . . | 11,880,301 | 6,693,137 | | 12,082,416 | 5,767,787 | | 11,500,016 | 7,003,387 | |
| GRAND TOTAL | 169,192,961 | 35,144,282 | | 174,712,516 | 40,912,087 | | 163,044,516 | 35,004,887 | |

(a) In addition to £263,000 for remittance of the Gold Reserve Fund.
 (b) In addition to £2,200,000 ditto ditto ditto.

G. D. PUDUMJEE,
 Offg. Deputy Comptroller General

FORT WILLIAM,
 FINANCE AND COMMERCE DEPARTMENT;
 March 23, 1904.

Government of India, in India and in England—continued.

| | ACCOUNTS, 1902-1903. | | | REVISED ESTIMATE, 1903-1904. | | | BUDGET ESTIMATE, 1904-1905. | | |
|---|----------------------|------------|------------|------------------------------|------------|------------|-----------------------------|------------|------------|
| | India. | England. | Total. | India. | England. | Total. | India. | England. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Brought forward | 96,227,165 | 27,098,443 | | 94,168,700 | 27,974,000 | | 91,697,600 | 27,211,000 | |
| Loans and Advances by Imperial Government | 669,473 | ... | 669,473 | 481,900 | ... | 481,900 | 238,500 | ... | 238,500 |
| NET | | | 0 | | | 133,500 | | | 0 |
| Loans and Advances by Provincial Governments | 591,511 | ... | 591,511 | 509,800 | ... | 509,800 | 616,200 | ... | 616,200 |
| NET | | | 0 | | | 0 | | | 37,700 |
| Remittances— | | | | | | | | | |
| Inland Money Orders | 20,239,262 | ... | | 21,000,000 | ... | | 21,666,700 | ... | |
| Other Local Remittances | 352,630 | ... | | 689,000 | ... | | 579,500 | ... | |
| Other Departmental Accounts | 374,948 | ... | | 735,000 | ... | | 780,900 | ... | |
| Net payments into Civil Treasuries by— | | | | | | | | | |
| Post Office | 674,688 | ... | | 686,700 | ... | | 602,900 | ... | |
| Guaranteed Railways | 997,050 | ... | | 1,145,700 | ... | | 1,032,300 | ... | |
| Public Works | 2,244,559 | ... | | 2,770,100 | ... | | 847,400 | ... | |
| Net Issues from Civil Treasuries to— | | | | | | | | | |
| Telegraph | 62,355 | ... | | 102,100 | ... | | 184,300 | ... | |
| Marine | 376,807 | ... | | 368,800 | ... | | 338,800 | ... | |
| Military | 11,955,716 | ... | | 12,976,800 | ... | | 13,091,500 | ... | |
| Remittance Account between England and India— | | | | | | | | | |
| Gold remitted from India | 500,273 | ... | | 3,996,900 | ... | | ... | ... | |
| Purchase of Silver | ... | 285,000 | | ... | 4,055,000 | | ... | ... | |
| Railway transactions | 1,452,139 | 1,550,666 | | 16,600 | 1,601,500 | | 2,453,000 | 2,747,000 | |
| Other | 1,930,948 | 442,386 | | 2,070,600 | 278,200 | | 1,084,600 | 350,600 | |
| TOTAL | 41,161,375 | 2,278,052 | 43,439,427 | 46,558,300 | 5,934,700 | 52,493,000 | 42,661,900 | 3,097,600 | 45,759,500 |
| NET | | | 1,227,035 | | | 0 | | | 419,300 |
| Secretary of State's Bills | (a) | | | (b) | | | | | |
| aid | 18,461,021 | ... | 18,461,021 | 21,493,800 | ... | 21,493,800 | 16,769,700 | ... | 16,769,700 |
| GRAND DISBURSEMENTS | 157,110,545 | 29,376,495 | | 163,212,500 | 33,908,700 | | 151,983,900 | 30,308,600 | |
| Closing Balance | 12,082,416 | 5,767,787 | | 11,500,016 | 7,003,387 | | 11,060,616 | 4,696,287 | |
| GRAND TOTAL | 169,192,961 | 35,144,282 | | 174,712,516 | 40,912,087 | | 163,044,516 | 35,004,887 | |

(a) In addition to £263,000 for payment from the Gold Reserve Fund.
 (b) In addition to £2,200,000 ditto ditto ditto.

D. T. BARROW,
 Comptroller General.

E. N. BAKER,
 Secretary to the Government of India.

D.—Account of Provincial and Local Savings charged to Revenue, and at the disposal of Provincial Governments under their Provincial Settlements.

Provincial and Local Balances.

NOTE.—These balances do not include the Balances of Deposits and Advances upon Local Fund Accounts.

| | India. | Central Provinces. | Burma. | Assam. | Bengal. | United Provinces of Agra and Oudh. | Punjab. | N. W. Frontier Province. | Madras. | Bombay. | Berar. | TOTAL. | Equ. in Rs. |
|---|----------|--------------------|-------------|-----------|-------------|------------------------------------|-----------|--------------------------|-------------|-----------|-----------|-------------|-------------|
| | R | R | R | R | R | R | R | R | R | R | R | R | |
| Accounts, 1902-1903. | | | | | | | | | | | | | |
| Balance at end of 1901-1902 . . . | 1,40,235 | 27,12,879 | 1,51,21,688 | 8,53,807 | 68,77,732 | 59,56,009 | 30,63,875 | 1,42,342 | 85,11,190 | 84,38,926 | 6,12,670 | 5,24,31,353 | 340 |
| Added in 1902-1903 . . . | 23,020 | ... | ... | 11,65,036 | 10,71,643 | 2,05,125 | 11,60,463 | ... | 3,54,025 | ... | 3,02,586 | 42,81,898 | 28 |
| Spent in 1902-1903 . . . | ... | 6,540 | 32,59,557 | ... | ... | ... | ... | 4,088 | ... | 20,98,088 | ... | 53,68,273 | 3 |
| Balance at end of 1902-1903 . . . | 1,63,255 | 27,06,339 | 1,18,62,131 | 20,18,843 | 79,49,375 | 61,61,134 | 42,24,338 | 1,38,254 | 88,65,215 | 63,40,838 | 9,15,256 | 5,13,44,978 | 340 |
| Revised Estimate, 1903-1904. | | | | | | | | | | | | | |
| Balance at end of 1902-1903 (by Accounts) . . . | 1,63,255 | 27,06,339 | 1,18,62,131 | 20,18,843 | 79,49,375 | 61,61,134 | 42,24,338 | 1,38,254 | 88,65,215 | 63,40,838 | 9,15,256 | 5,13,44,978 | 340 |
| Added in 1903-1904 . . . | 11,000 | ... | ... | 12,92,000 | 84,53,000 | 41,45,000 | 8,88,000 | 26,000 | 56,02,000 | 2,01,000 | 99,000 | 2,07,17,000 | 1,300 |
| Spent in 1903-1904 . . . | ... | 9,00,000 | 17,99,000 | ... | ... | ... | ... | ... | ... | 602,500 | ... | 26,99,000 | 1,600 |
| Balance at end of 1903-1904 . . . | 1,74,255 | 18,06,339 | 1,00,63,131 | 33,10,843 | 1,64,02,375 | 1,03,06,134 | 51,12,338 | 1,64,254 | 1,44,67,215 | 65,41,838 | 10,14,256 | 6,93,62,978 | 4,000 |
| Budget Estimate, 1904-1905. | | | | | | | | | | | | | |
| Balance at end of 1903-1904 (by Revised Estimate) . . . | 1,74,255 | 18,06,339 | 1,00,63,131 | 33,10,843 | 1,64,02,375 | 1,03,06,134 | 51,12,338 | 1,64,254 | 1,44,67,215 | 65,41,838 | 10,14,256 | 6,93,62,978 | 4,000 |
| Spent in 1904-1905 . . . | 21,000 | 8,09,000 | 39,19,000 | 4,72,000 | 36,26,000 | 28,24,000 | 26,84,000 | 16,000 | 35,75,000 | 15,03,000 | 3,03,000 | 1,97,52,000 | 1,200 |
| Balance at end of 1904-1905 . . . | 1,53,255 | 9,97,339 | 61,44,131 | 28,38,843 | 1,27,76,375 | 74,82,134 | 24,28,338 | 1,48,254 | 1,08,92,215 | 50,38,838 | 7,11,256 | 4,96,10,978 | 3,000 |

G. D. PUDUMJEE,
Offg. Deputy Comptroller General.

O. T. BARROW,
Offg. Comptroller General.

E. N. BAKER,
Secretary to the Government of India.

FORT WILLIAM,
FINANCE AND COMMERCE DEPARTMENT;
March 23rd, 1904.

E.—Abstract Statement of the Receipts and Disbursements of the Government of India in India and in England.

| Revenue and Expenditure. | | Accounts, 1902-03. | | | | Revised Estimate, 1903-04. | | Budget Estimate, 1904-05. | |
|---|---|--------------------|--------------------------|------------------------------------|---------------|----------------------------|---------------|---------------------------|---------------|
| | | Revenue. | Expenditure. | | Net Receipts. | Net Charges. | Net Receipts. | Net Charges. | Net Receipts. |
| | | | Refunds and Assignments. | Cost of Collection and Production. | | | | | |
| Revenue Heads. | | £ | £ | £ | £ | £ | £ | £ | £ |
| Principal Heads of Revenue. | Land Revenue (excluding that due to Irrigation) | 18,436,845 | 747,192 | 2,909,480 | 14,780,173 | 15,451,100 | | 15,517,700 | |
| | Opium | 4,498,438 | 3,085 | 1,048,483 | 2,846,870 | 3,519,700 | | 2,947,800 | |
| | Salt | 6,184,405 | 252,472 | 345,891 | 5,586,042 | 4,556,500 | | 4,406,100 | |
| | Stamps | 3,473,711 | 39,309 | 109,308 | 3,325,094 | 3,424,100 | | 3,479,800 | |
| | Excise | 4,426,642 | 42,462 | 189,184 | 4,194,996 | 4,160,500 | | 4,750,000 | |
| | Provincial Rates | 2,747,390 | 5,941 | 41,882 | 2,699,567 | 2,755,100 | | 2,787,500 | |
| | Customs | 3,977,636 | 147,789 | 161,335 | 3,668,512 | 3,037,600 | | 3,639,900 | |
| | Assessed Taxes | 1,410,428 | 7,750 | 24,150 | 1,378,522 | 1,183,400 | | 1,234,500 | |
| | Forest | 1,298,103 | 3,074 | 751,783 | 543,246 | 604,200 | | 530,700 | |
| | Registration | 313,587 | 928 | 171,845 | 140,814 | 151,000 | | 151,800 | |
| | Tributes | 613,715 | 31,720 | — | 581,995 | 413,800 | | 409,000 | |
| | Total | 47,380,900 | 1,281,728 | 6,353,341 | 39,745,831 | 40,367,000 | | 39,945,400 | |
| | Total deductions from Revenue | | | 7,635,069 | | | | | |
| Expenditure Heads. | | | | | | | | | |
| Debt Services | Interest | 867,667 | 1,832,685 | | | 965,018 | | 881,600 | 807,300 |
| Commercial Services | Post Office | 1,429,935 | 1,346,778 | | 83,157 | | 65,900 | | 35,600 |
| | Telegraph | 876,979 | 900,742 | | | 32,763 | 90,900 | | 163,500 |
| | Railways | 20,123,900 | 19,904,051 | | 228,949 | | 854,600 | | 354,700 |
| | Irrigation | 2,768,990 | 2,575,244 | | 193,746 | | 202,100 | | 255,100 |
| Other Public Works | Military | 38,301 | 1,095,669 | | | 1,058,368 | | 1,004,500 | 1,018,300 |
| | Civil | 448,640 | 4,200,438 | | | 3,751,793 | | 4,066,400 | 4,645,100 |
| Mint | Mint | 411,238 | 424,014 | | | 12,776 | 95,100 | | 36,000 |
| Miscellaneous Civil Services | Civil Departments | 1,322,388 | 11,589,243 | | | 10,366,855 | | 10,364,600 | 11,325,500 |
| | Superannuation | 201,303 | 2,815,519 | | | 2,614,216 | | 2,649,100 | 32,697,000 |
| | Exchange | 31,571 | ... | | 31,571 | | 54,400 | | 69,900 |
| | Miscellaneous | 338,421 | 592,737 | | | 254,316 | | 63,400 | 70,900 |
| Famine Relief and Insurance | Other heads | 59,692 | 1,085,734 | | | 1,026,042 | | 970,500 | 966,900 |
| | Famine Relief | ... | 321,509 | | | 321,509 | | 20,400 | 926,400 |
| Army Services | Other heads | ... | 661,067 | | | 661,067 | | 862,800 | |
| | Effective | 988,256 | 14,326,792 | | | 13,338,536 | | 13,859,900 | 15,234,000 |
| | Non-effective | 136,734 | 3,019,600 | | | 2,882,865 | | 2,924,200 | 2,981,000 |
| Provincial Adjustments | Special Defences (1902) | ... | ... | | | | | 28,400 | 256,700 |
| | Surplus | 77,434,915 | 74,437,791 | | 2,997,124 | | 3,912,400 | | 398,100 |
| Total | Deficit | | 72,425 | | 72,425 | | 1,201,200 | | 1,316,900 |
| | Total | 77,434,915 | 74,365,366 | | 3,069,549 | | 2,711,200 | | 918,700 |
| Surplus | | | | | 3,069,549 | | 2,711,200 | | 918,700 |
| Capital Account | Railway and Irrigation Capital not charged to Revenue:— | | | | | | | | |
| | Capital raised through Companies towards outlay on State Railways | | | (net) | 1,303,361 | | | | |
| | Capital raised and deposited by Railway Companies | | | (net) | 1,326,635 | | | | 1,650,000 |
| | Outlay on Irrigation Works | | | | | 564,191 | | 28,800 | 1,267,200 |
| | Outlay on State Railways | | | | | 4,564,001 | | 541,200 | 833,300 |
| | Outlay of Railway Companies | | | (net) | | 2,254,870 | | 4,667,400 | 6,310,300 |
| Debt, Deposits, Advances, and Remittances | | | | | | | | 1,895,300 | 1,797,300 |
| | Permanent Debt | | | (net) | 1,039,655 | | 2,146,600 | | 3,411,200 |
| | Temporary Debt | | | (net) | | 500,000 | | 1,166,700 | 333,300 |
| | Unfunded Debt | | | (net) | 649,383 | | 731,000 | | 688,100 |
| | Loans and Advances by Imperial Government | | | (net) | 17,610 | | | 133,500 | 50,800 |
| | Loans and Advances by Provincial Governments | | | (net) | 87,587 | | | | 37,700 |
| | Deposits and Advances | | | (net) | 1,117,156 | | 280,500 | | 731,600 |
| | Remittances | | | (net) | | 1,227,035 | | 1,329,900 | 419,300 |
| Cash Balance | Secretary of State's Bills drawn | | | | 18,236,047 | | 21,500,000 | | 16,500,000 |
| | Secretary of State's Bills paid | | | | | 18,461,021 | | 21,493,800 | 16,769,700 |
| Total | Opening Balance | | | | 26,847,883 | 27,571,118 | 30,579,900 | 29,926,700 | 24,486,000 |
| | Closing Balance | | | | 18,573,438 | 17,850,203 | 17,850,203 | 18,503,403 | 27,232,500 |
| Total | | | | | 45,421,321 | 45,421,321 | 48,430,103 | 48,430,103 | 52,080,403 |

G. D. PUDUMJEE,
Off. Deputy Comptroller General.

O. T. BARROW,
Off. Comptroller General.

E. N. BAKER,
Secretary to the Government of India.

FORT WILLIAM,
FINANCE AND COMMERCE DEPARTMENT
March 23rd, 1904.

APPENDIX II.

Memorandum by the Hon'ble Major-General Sir Edmond Elles, K.C.B., on Military, Military Works, Special Defences, and Marine Expenditure for the years 1903-1904 and 1904-1905.

The estimates with which the Military and Marine Department of the Government of India is concerned are:—

- I.—The Indian Military Estimates.
- II.—The Home (India) Military Estimates.
- III.—The Military Works Estimates.
- IV.—Special Defences.
- V.—The Marine Estimates.

I will deal with them in this order.

2. Taking the Indian and the Home (India) Military Estimates together, the net expenditure in 1904-1905 will, it is estimated, be more than that provided in the Budget for 1903-1904 by £1,562,700.

The main causes of this excess are:—

In the Indian Estimates—

| | |
|--|---------------------|
| (I) Increased pay of the British soldier | 74 lakhs. |
| (II) Provision for Sikkim-Thibet Mission, Aden Delimitation and Seistan Boundary Commissions | 49 " |
| | £ |
| | 123 lakhs = 820,000 |

In the Home Estimates—

| | |
|---|-------------------|
| (III) Provision of 71,574 new pattern rifles, | 297,800 |
| (IV) Provision of 3 Horse and 18 Field Artillery Batteries of the new field gun | 500,000 = 797,800 |
| | £ |
| TOTAL | 1,617,800 |

The increased pay of the British soldier was dealt with in para. 2 of my Memorandum on the Budget of 1902-1903 and comes into force from the 1st April. Necessary provision has been made for the Sikkim-Thibet Mission, Aden Delimitation and Seistan Boundary Commissions, the duration of which is at present uncertain. The provision of 71,574 new rifles will enable us to arm the field army with the most improved rifle of the charger loading type. Experience in South Africa proved the necessity for re-arming our Field Artillery with a Quick firing gun carrying a heavier shell in the case of the Field Artillery and giving greater mobility and rapidity of fire in the case of the Horse Artillery. The War Office having offered to give priority to the Indian Government in the provision of these guns, the offer was accepted, it being especially desirable at the present juncture that the Army in India should be equipped with the most modern weapons.

3. Before dealing with the Estimates in detail I will refer to the measures carried out or in progress during the present year for improving the efficiency of the Army and also to those which we propose to continue or initiate during the ensuing financial year.

Following the same headings as last year, my remarks will be recorded under Field Army, Frontier Defence, Frontier Railways, Internal Defence, Coast Defence, Ordnance Factories and General requirements.

Budget 1903-04.

4. The following items have been or are being carried out as proposed:— *Field Army.*
- (1) Increase of Reserve of Military Hospital Assistants from 20 to 25 per cent.

- (2) Organisation of 12 Mule Corps with full complement of British and Native Commissioned and Non-Commissioned Officers.
- (3) Substitution of horse for bullock draught in the 4 existing Heavy Batteries and conversion of 2 garrison companies into Heavy Batteries with bullocks.
- (4) Addition of 110 officers to the Indian Army.
- (5) Formation of Mounted Sapper Detachment.

Re-organisation of the Madras Army.—Three other regiments of Madras Infantry, *viz.*, the 76th, 82nd, and 87th were reorganised during the past year, as also the two remaining regiments of Madras Cavalry, now the 26th and 27th Light Cavalry. Another double Company of the 71st Coorgs consisting of Tamils has been mustered out and replaced by Coorgs, leaving one double Company only to be replaced by the latter class, when the regiment will become purely Coorg in its composition.

Re-organisation of the 9th Bhopal Infantry.—This regiment has now been re-organised as to its composition, and given the same strength and constitution as an Infantry regiment of the Bengal Command, in order to render it more efficient. A proposal is also under consideration to delocalise it.

Re-organisation of the 5th, 17th and 18th Infantry and 12th Pioneers.—It became necessary for various reasons to make certain changes in the class constitution of these regiments. The 12th has moreover been converted into a Pioneer Battalion and linked with the 48th Pioneers.

Re-organisation of the Hyderabad Contingent.—This has now been carried out, the Cavalry being transferred to the Bombay Command, and the Infantry to the Madras Command. The 4 batteries of Field Artillery have all been broken up and converted into Ammunition Columns.

Frontier Defence.

The Quetta-Nushki line has been under construction.

Internal Defence.

Rearmament.—The supply of '303" rifles to all troops, volunteers and reservists will be complete when the rifles due from home this year are received.

Ordnance Factories.

The programme in regard to expenditure on Ordnance Factories has practically been carried out.

General Requirements.

The following measures have been or are being carried out:—

- (1) Increase to Leave Reserve of Military Assistant Surgeons from 15 to 20 per cent.
- (2) Increase in the establishment of the Queen Alexandra's Military Nursing Service for India by 16 nurses.
- (3) Owing to the increase in the pay of the R. A. M. C. the pay of the I. M. S. Officers in military employ has been increased at an estimated annual cost of Rs. 3,70,000.
- (4) Reorganisation of the Army Remount Department.
- (5) Expansion of Grass and Dairy Farms.
- (6) Separation of the Burma District from the Madras Command.
- (7) Establishment of a School of Cookery at Poona and appointment of Sergeant Cooks at hill stations.

Machine Guns.—Further steps have been taken towards providing an adequate number of machine guns for the army in India. Seventy of these guns have been ordered during the past year at a cost of Rs. 1,54,375, which has been met from savings due to the absence of troops in Somaliland and China and from other military savings.

Supply and Transport. Organisation of transport.—The proposal to organise twelve corps of mule transport referred to last year has received the sanction of the Secretary of State for India, and has been partly carried out. It will be completed next year and a sum of Rs. 76,500 has been provided in the estimates for the purpose. A similar organisation has been undertaken in Burma. The number of elephants kept for military transport has been reduced, and the savings thus resulting have been applied to an increase in the complement of mules in India.

With the co-operation of His Honour the Lieutenant-Governor of the Punjab great strides have been made in the registration of transport for war and in maturing a scheme which, under the Punjab Military Transport Act, will admit of the rapid collection of transport animals in emergency with the least possible inconvenience or hardship to the civil population.

The organisation of transport which has been in progress during the last four years has during the past year and a quarter been tested at the Delhi manœuvres and in Somaliland. At Delhi the efficiency of the organised corps was very marked and the number of casualties was far below those experienced on any similar occasion in the past. In Somaliland the good effects of organisation have been still more remarkable. The Indian camels, instead of dying at a ruinously rapid rate as has occurred in all previous campaigns, are, under their "silladar" drivers and with a military organisation, enduring the hardships of the service in a remarkable way; and their efficiency is the subject of very favourable comment by Sir Charles Egerton and other officers with the force.

Marine Estimates.—As noted last year the defence squadron previously maintained at Bombay at a cost of £59,000 annually was abolished at the end of 1902-03. The vessels of the flotilla were disposed of during the current year. The turret ships *Magdala* and *Abyssinia* and the hulk *Tenasserim* were sold. The two gunboats *Assaye* and *Plassy* and four of the torpedo boats were sent to England and are being disposed of through the agency of the Admiralty; and the three remaining torpedo boats are kept in reserve at Bombay.

Proposals for improving the position of the officers, Executive and Engineer, of the Royal Indian Marine, were submitted for the consideration of His Majesty's Government. The Secretary of State has sanctioned those for improving the position and furlough rules of the executive officers but those for the Engineer officers are still under consideration.

In addition to their usual trooping work the Royal Indian Marine vessels have been employed for the conveyance of troops, animals, etc., between India and Somaliland. Eighteen hired transports were also taken up and fitted in the Royal Indian Marine dockyards for this service. The Royal Indian Marine Ship *Hardinge* has been employed during part of the year as a hospital ship for the conveyance of the sick from Somaliland to India.

Budget 1904-05.

5. *Increase of the scales of Army Signalling equipment.*—The increase is Field Army. considered necessary with a view to bring the signalling equipment up to the level of modern requirements. The total cost involved is Rs 1,22,510 initial (Rs 90,244 Home and Rs 32,266 Indian) and Rs 19,659 annual recurring. A sum of Rs 90,244 has been provided in the Home Estimates for 1904-05.

Re-introduction of signalling into all batteries of horse, field, heavy, and mountain artillery.—This involves (a) issue of signalling equipment to all batteries, and (b) addition of men and issue of horses and saddlery to certain batteries of Royal Horse Artillery and Royal Field Artillery.

The total cost involved is:—

(a) Initial Rs 23,393 (Home, Rs 3,613 and Indian Rs 19,780).

Annual recurring Rs 5,571.

(b) Initial Rs 1,97,456 (Home Rs 22,185 and Indian Rs 1,75,271).

Annual recurring Rs 2,06,281.

Pending the Secretary of State's sanction the following provision has been made in the Estimates for 1904-05:—

(a) Rs 23,393 (Home Rs 3,613, Indian Rs 19,780) for initial expenditure.

(b) Initial Rs 1,97,456 (Home Rs 22,185, Indian Rs 1,75,271). Recurring Rs 50,000.

Re-organisation of artillery.—It has been proposed to raise certain batteries to the higher establishment with a view to enable them to mobilise at the

field service strength without extraneous assistance. The total cost involved is Rs. 6,59,762 initial (Military Rs. 5,67,762, and Military Works Rs. 92,000) and Rs. 1,78,467 annual recurring. A sum of Rs. 3,00,000 has been provided in the Indian Estimates for 1904-05 for purchase of horses and saddlery.

Rearmament.—A further supply of 28,936 rifles is necessary to complete the ordnance reserves and 21,574 of these have been ordered during 1904-05 at a cost of Rs. 14,67,000. Meanwhile the home authorities have now adopted a modified pattern of the Lee Enfield rifle, with a short barrel and a magazine mechanism arranged for loading with a clip or charger. The alteration of the rifles in use in India to the new pattern will be taken up shortly, and as a preliminary to that measure the Secretary of State has arranged to send out 50,000 of the new pattern from home in addition during 1904-05, at a cost of Rs. 30,00,000.

Rearmament of horse and field artillery.—After protracted trials the War Office authorities have just adopted new patterns of guns for field and horse artillery. Both of these guns are quick firers, the latter a 12½ pr. and the field artillery gun an 18½ pr. The rearmament of the batteries in India is a matter of urgent necessity, for the guns now in use have done long service and are not up to the requirements of modern conditions. Arrangements have been made to obtain twenty-one batteries next year, viz., 18 field and 3 horse batteries at a cost of £500,000.

Addition of 36 horses to each British Cavalry regiment in India.—In order to allow of British Cavalry regiments being mobilized without drawing on other mounted corps or on remount depots to complete their field service strength of horses we have decided to add 36 horses to each of the nine regiments in India, at an initial cost of Rs. 3,50,766 and a recurring cost of Rs. 1,40,101. For the initiation of this scheme a sum of Rs. 2,75,765 has been included in the budget for 1904-05.

Increase to the Native Army Reserves.—The Native Army Reserve now consists approximately of 24,500 men, but this number is not adequate to meet the heavy drain which extensive operations would entail, and the Secretary of State has sanctioned the reserve being raised gradually to 50,000 men in a series of years. A provision of 3 lakhs has been made in the estimates.

Pioneer Battalion of Hazaras.—The question of employing Hazaras more largely in our Native Army has for some time been under consideration. They are good labourers and with their soldierly qualities are expected to make excellent Pioneers. The Secretary of State has accordingly been asked to sanction the formation of a Pioneer Battalion composed exclusively of Hazaras.

Cordite factory.—The anticipation that cordite would be actually manufactured before the end of 1903 has not been realised. The factory will, however, be in working order during the next financial year, and provision has been made in the estimates of that year to meet the cost of the complete staff required.

Gun-carriage factory, Jubbulpore.—It is hoped that this factory will be completed shortly. Meanwhile acting on the best expert advice in England, it has been found necessary to provide a further sum of £5,000 for machinery. This amount has been provided in the home ordnance estimates of 1904-05.

Rifle factory, Ishapore.—It is not anticipated that the factory will be sufficiently advanced to admit of its being in full working order during next financial year, but all machinery has now been ordered and will be erected in the course of the year. Manufacture will be commenced and the conversion of the existing Lee Enfield rifles to charger loading will be carried out concurrently.

Rolling mills, Ishapore, and field gun factory at Cossipore.—Satisfactory progress has been made in the preparation of these two factories. An additional sum of £4,020 has been provided in the estimates of 1904-05 for machinery for the gun factory, and in both cases the buildings will be got ready and machinery will be for the most part erected during that year.

Corps of Indian coast artillery.—The Secretary of State's sanction to the scheme was asked for in our despatch of 5th March 1903, but has not yet been received. The estimated cost to India of its share of the

proposals is Rs 1,47,000 initial, and Rs 3,41,000 annual; out of this a sum of Rs 3,40,000 (Rs 1,20,000 for initial and Rs 2,20,000 for recurring expenditure) was provided in the estimates of 1903-04, pending Secretary of State's sanction. This has lapsed. In anticipation of the Secretary of State's sanction a sum of Rs 1,27,000 (Rs 27,000 for Military initial and Rs 1,00,000 for Military Works expenditure on buildings) has been made in the estimates for 1904-05.

Increase to the establishment of the Indian Nursing Service.—The Secretary of State sanctioned the addition of 16 nurses to the Indian Nursing Service during 1902-03 and of the same number during 1903-04. A further addition of 7 nurses during 1904-05 has now been sanctioned, thus completing the increase which was inaugurated in 1901. For this purpose Rs 10,589 has been provided in the military estimates of the ensuing year. General requirements.

Reorganisation of the Remount and Horse Breeding Departments.—As stated last year the whole control of horse and mule breeding operations has now been transferred to the Army Remount Department. The new Government run for young horse stock near Shahpur in the Jhelum canal colony has been started, and the scheme for granting land to colonists on the canal subject to the condition that they shall keep a brood mare has been successfully inaugurated. A large number of eligible colonists have come forward and in another year or two the results ought to be apparent in the stock on the Government run. We are about to begin the preparation of the second run where a large number of young mule stock will be kept. This measure is no less important than the rearing of horse stock, for while the demand for mules annually increases, the supply does not keep pace. During the present spring the numbers procurable at the fairs of Northern India have been so much below our requirements that we have been obliged to arrange for considerable purchases from Persia, South America and South Africa. The mules so obtained are of excellent class but they are necessarily more expensive than indigenous animals.

The importance of fostering the pure eastern breeds of both horses and donkeys has led us to propose to the Secretary of State the establishment of two small stud farms one at Ahmednagar, the other at the Shahpur depôt. So far as horses are concerned these studs will be particularly devoted to breeding pure bred Arabs and Kathiawaris, Dekkhanis, and other pure Indian breeds.

Establishment of a Staff College in India.—His Excellency the Commander-in-Chief considers it essential that candidates for staff employ in India (whether for British or Indian service) should be more highly trained than at present and that the means of obtaining such training should be provided in India itself. The staff college at Camberley being unable to provide for more than a portion of the wants of India, and also being unable from various causes to attract the best available officers, it is proposed that an Indian Staff College should be established at Quetta, open to officers of both the British and Indian services. The total cost involved in the proposal is estimated at Rs 6,33,440, initial (Military Rs 17,000 and Military Works Rs 6,16,440) and Rs 69,892 annual recurring. Pending the Secretary of State's sanction a sum of Rs 2,00,000 has been provided in the Military Works estimates for 1904-05.

Inspector General of Volunteers.—In 1901 the Secretary of State sanctioned the appointment of an Inspector General of Volunteers in India as an experimental measure for three years. This period will expire in August next, and as the appointment has proved the success anticipated, the sanction of His Majesty's Government has been asked to its continuance as a permanent arrangement.

Peace strength of Madras and Bombay Infantry.—At present the peace strength of Infantry regiments of the Madras and Bombay Commands is 832 and 816, respectively, out of which they have to furnish the strength of 752 at which Indian Infantry takes the field. Owing to sickness, unfits, depôt requirements, etc., they cannot, however, take the field at the authorised strength without depleting their linked battalions to such an extent as to render the latter ineffective at a time their services are likely to be most required. A proposal is therefore under consideration to raise the peace strength of Madras

and Bombay Infantry, with certain exceptions, to the Punjab-Bengal strength of 912 of all ranks.

Proposed revision of the present system of promotion in the Indian Army.—With a view to the greater efficiency of the Indian Army, proposals have been made this financial year for a revision of the present system of promotion of officers. These proposals involve an extra expenditure of about Rs. 1,00,340 and provision for this amount has been made in the estimates of 1904-05.

Redistribution of Staff Officers in military districts in India.—With a view to the better distribution of work connected with the duties of the district staff and to enable officers so employed to devote more of their time to work out of doors and in the field, an increase of staff officers has been sanctioned this financial year. To meet the extra cost provision has been made in the estimates of 1904-05 for over Rs. 60,000.

Seconding and replacement of officers.—Sanction has been accorded to the seconding of all officers taken from regiments of the Native Army for employment in any civil or political capacity, or with any department of the Army, or for oversea expeditions in extra regimental employment, or for any employment under the Imperial or a Colonial Government. With a view to carrying out this measure, the Secretary of State has been asked to send out 57 officers, and provision on this account has been made in the estimates of 1904-05 for Rs. 52,000.

General Remarks.

Marine.—Funds have been allotted for the completion during the ensuing year of the new vessel, which is being built to replace the *Clive*. The total cost of the vessel (which will be called the *Dufferin*) will be £205,000, of which £100,000 was provided this year.

Re-numbering of the regiments of the Indian Army.—With the abolition of the Presidential system, the old numbering of regiments on a Presidential basis under which several corps often had the same number became anomalous and inconvenient. The regiments of the Indian Army have accordingly been numbered consecutively throughout. Every endeavour has been made to meet the wishes of regiments as to their titles and to preserve their distinguished traditions. In many cases old titles in connection with previous service or former eminent commanders have been revived.

Somaliland.—The Army in India has continued to supply, as required, men, supplies, munitions of war, etc., for the operations in Somaliland, the whole cost being borne by His Majesty's Government. The re-organised transport and more especially the Silladar Camel Corps have been tried for the first time.

China.—The Indian Army now furnishes at the expense of the War Office five regiments for permanent Colonial garrisons. In addition we now have 2 regiments of Indian Infantry in North China and an additional Battalion at Hongkong. The whole cost of these three additional battalions is also borne by the War Office.

Aden delimitation.—The Indian Army has furnished the necessary escorts for the delimitation of the Arab Hinterland.

Sikkim-Thibet Mission.—The escort of this mission has carried out its operations at an altitude which has never before been attempted in winter. The troops have well withstood the rigour of the climate owing to the special provision made for their welfare. One detachment was withdrawn from Kambajong by a pass over 17,000 ft. high in December. The climate has been a severe test of our Indian troops.

6. I give below a statement showing the total military expenditure under the Indian Military Budget, the Military Works Budget including special defences and the Home (India) Budget for the past 8 years, in view to comparing the military expenditure with the total revenue. This statement shows that whereas the percentage of total military expenditure to revenue for the first period of four years was 24.70, the percentage for the last period of four years is only 21.08.

Military Expenditure from 1896-97 to 1903-04.

Statement showing the proportion of net Military and Military Works, including Special Defence Works, expenditure (Indian and Home) to General Revenues for the eight years 1896-97 to 1903-04.

| YEARS. | 1 | 2 | 3 | 4 | 5 | 6 |
|-----------|----------------|--------------------|---------------------------|---|---------------------------------|--|
| | Total Revenue. | Total Expenditure. | Net Military Expenditure. | Net Military Works and Special Defence Expenditure. | Percentage of Col. 3 to Col. 1. | Percentage of Cols. 3 and 4 to Col. 1. |
| | £ | £ | £ | £ | | |
| 1896-97 | 62,621,932 | 63,758,614 | 15,091,485 | 786,211 | 24.09 | 25.35 |
| 1897-98 | 64,257,207 | 67,830,014 | 17,233,296 | 756,011 | 26.81 | 27.99 |
| 1898-99 | 67,595,813 | 64,954,942 | 15,385,042 | 772,467 | 22.76 | 23.90 |
| 1899-1900 | 68,637,164 | 65,862,541 | 14,165,743 | 802,656 | 20.63 | 21.80 |
| 4 Years | 263,112,118 | 262,406,111 | 61,875,566 | 3,117,345 | 23.52 | 24.70 |
| 1900-01 | 75,272,291 | 73,602,087 | 14,265,525 | 754,051 | 18.95 | 19.95 |
| 1901-02 | 76,344,523 | 71,394,282 | 14,786,342 | 917,140 | 19.36 | 20.56 |
| 1902-03 | 77,434,915 | 74,365,366 | 16,221,402 | 1,058,368 | 20.95 | 22.32 |
| 1903-04 | 83,067,800 | 80,356,600 | 16,784,100 | 1,032,900 | 20.20 | 21.44 |
| 4 Years | 312,119,531 | 299,718,335 | 62,057,369 | 3,762,459 | 19.88 | 21.08 |
| TOTAL | 575,231,649 | 562,124,446 | 123,932,935 | 6,879,804 | 21.54 | 22.73 |

I.—Indian Military Estimates.

Revised Estimates, 1903-1904.

7. The Revised Indian Military estimates for 1903-1904, compared with the Budget for that year, show an increase of Rs 18,93,000 caused by an increase in receipts of Rs 11,17,000 and an increase in expenditure of Rs 30,10,000.

The increase in receipts is chiefly due to credit from the Imperial Government for the peace equipment of native troops on service in China over and above the amount included in the accounts for 1902-1903; for Europe stores issued from stock to Somaliland and China; for Mounted Infantry ponies sent to Somaliland; to larger sales of Ordnance Stores; and to increased contributions towards Indian Military Service Family pensions.

8. The more important causes which have led to an increase in expenditure have been the following:—

- (a) Extra expenditure on account of the following Services amounting to Rs 72,97,000:—

- (i) Military Charges in connection with the Sikkim-Thibet Mission, Rs 45,00,000, including Rs 4,00,000 on account of road-making operations in the Teesta Valley;
- (ii) Military Escort with the Aden Delimitation Commission Rs 25,71,000; and

- (iii) Military Escort with the Seistan Boundary Commission, R2,26,000.
- (b) Cost of special expenditure to be incurred in India against the Military Estimates from savings due to the absence of troops in China and Somaliland account for R13,29,000.
- (c) Special military expenditure in India to be met from lapses from schedule items provided for in the India Military Budget amount to R2,49,000.
- (d) More supernumerary officers as candidates for the Indian Army and more Unattached List officers than provided for, R1,66,000.
- (e) More charges for conveyance of troops and stores, R4,60,000.
- (f) Transfer of the control of Breeding Operations from the Civil Veterinary Department to the Army Remount Department, and the consequent reconstitution of the latter Department, account for an increase of R2,84,000.
- (g) Mounted Infantry ponies purchased in replacement of those sent to Somaliland amount to R2,32,000.
- (h) Reconstitution of certain Native Corps of the Madras Command have caused an increase of R2,17,000, and non-effective charges in excess of the amount included in this amount, an increase of R1,69,000.
- (i) Arrear charges on account of the Delhi Durbar account for R38,000.
- (j) Arrear charges on account of Camps of exercise and manœuvres amount to R1,83,000.
- (k) The deduction made in the Indian Budget owing to an excess provision in the Home Estimates not being necessary has accounted for an increase of R1,00,000.
- (l) A sum of R2,81,000 has been sanctioned for the purchase of mules in Persia and South America in addition to a sum of R40,000 to be met from savings on account of the absence of troops in China and Somaliland.

9. On the other hand, there have been decreases of expenditure under certain heads, the more important of which are the following:—

- (a) Savings in pay and subsistence charges on account of troops serving in China and Somaliland, R29,32,000.
- (b) Less expenditure for food-supplies and grass cultivation, R10,86,000.
- (c) Lapses expected on account of schedule items so far as known at present, R7,19,000.
- (d) Smaller expenditure is anticipated to the extent of (i) R3,50,000 in the Ordnance Department, and (ii) R1,00,000 under Medical.
- (e) The difference between the credits taken by debit to Imperial Government for the value of local stores issued from stock, and also for the peace equipment of Native Troops employed in China, and the amounts likely to be spent on their replacement during the current financial year, accounts for a net decrease of R6,56,000.
- (f) Smaller charges for the garrisons beyond the North-West Frontier, and the Gilgit Agency, mainly due to the withdrawal of regular troops from Wano and certain posts in the Tochi Valley and to less feed charges on account of the Chitral and Malakand garrisons, account for R3,55,000.
- (g) Saving in the provision made for special items, apart from schedule items, such, for instance, as increased pay to officers of the R. A. M. Corps, charges for the Brigade Staff, Royal Horse and Field Artillery, and for the reorganisation of Silladar Camel Corps, etc., amount to R2,86,000.

- (h) R4,25,000 has been saved by the short strength of medical officers and subordinates and troops.
- (i) Savings consequent on the reorganisation of the Hyderabad Contingent in excess of the amount for which credit was taken in the Budget amount to R1,40,000.
- (j) A sum of R3,30,000 was over-estimated for the purchase of remounts in the Budget.
- (k) R1,20,000 represents less Sea Transport charges, chiefly due to coal having been paid for in England.

Estimates, 1904-1905.

10. The estimates for 1904-1905, in the net, amount to R19,47,56,000, or R1,38,35,000 more than the Budget for 1903-1904. This is due to a decrease in receipts of R66,000 and an increase in expenditure of R1,37,69,000.

The decrease in receipts is due chiefly to less sales of malt liquor being anticipated.

The more important causes of increase in expenditure are the following:—

- (a) Service pay to British soldiers, including those on the Unattached List and with Departments accounting for R74,08,000.
- (b) Larger provision for conveyance of troops and stores with reference to past actuals, R5,50,000.
- (c) Extra expenditure on account of the following services amount to R48,90,000:—
 - (i) Sikkim-Thibet Mission, R36,00,000.
 - (ii) Military Escort with the Aden Delimitation Commission, R11,29,000.
 - (iii) Military Escort with the Seistan Boundary Commission, R1,61,000.
- (d) Larger provision to the extent of R3,81,000 has been made for Breeding Operations in the Army Remount Department.
- (e) Pay of officers of the Indian Medical Service having been increased has caused an extra expenditure to the extent of R2,15,000.
- (f) Provision to the extent of R4,52,000 has been made for the local purchase of stores and tools, and cost of erecting machinery in connection with the steel plant and rolling mills at Ishapore; R1,00,000 for the revision of the present system of promotions in the Indian Army; R3,00,000 for the increase of the strength of the Native Army Reserves up to 50,000 men; R1,33,000 for the formation of a Railway Pioneer Battalion composed exclusively of Hazaras; and R1,25,000 for the acquisition of land for the improvement of rifle ranges for regular troops.
- (g) Larger provision to the extent of R2,89,000 has been made for Supernumerary and Unattached List officers of the Indian Army.
- (h) Larger provision to the extent of R1,58,000 has been made for grass cultivation.
- (i) Provision to the extent of R4,12,000 has been made to enable all Native Infantry battalions of the Madras and Bombay Commands, with certain exceptions, being raised to a strength of 912 natives of all ranks; and of R4,64,000 for mobilisation equipment for two British and eight Native Infantry Battalions required for the northern line of communication.

Among other causes of increased expenditure might be mentioned the following:—

Additional officers for the supply and transport corps (R49,000); Organisation of 12 transport mule corps (R76,000); Establishment of two

Stallion Breeding Studs at Ahmednagar and Mona (R1,72,000); Re-introduction of signalling into all Batteries of Horse, Field, Heavy and Mountain Artillery (R2,45,000); Establishment for the Cordite Factory, Wellington (R80,000); Re-organisation of Artillery (R3,00,000); Addition of 36 horses to each of the British Cavalry Regiments in India (R2,76,000); Personnel required for the Rifle Factory at Ishapore (R62,000); Increased provision for debit note telegrams (R1,20,000) and more non-effective charges (R80,000).

11. Against the foregoing increases there will be a partial set-off by reason of certain decreases, the most important of which are—

- (a) Less provision for the garrisons beyond the North-West Frontier and the Gilgit Agency, R7,42,000.
- (b) Smaller provision for the troops which formed the Hyderabad Contingent, taking into account the re-organisation of the Cavalry and Infantry and disbandment of the Artillery, R6,20,000.
- (c) Smaller provision for initial expenditure on account of the re-organisation of mule, pony and camel cadres, R1,84,000.
- (d) Smaller provision has been made for ordinary requirements under Medical which accounts for a decrease of R2,10,000.
- (e) Less provision causing a decrease of R2,23,000 has been made for local stores and camp equipage.
- (f) Initial expenditure included in the Budget for 1903-1904 from the Schedules of September 1902 and February 1903, and also recurring expenditure on account of the Corps of India Coast Artillery, having been omitted from the Budget for 1904-1905, in the absence of sanction, accounts for a decrease of R21,51,000.
- (g) The transfer to the Military Works estimates of charges hitherto borne by the military estimates on account of telegraphic and telephonic communications and railway sidings and platforms causes a decrease of R1,03,000.

II.—Home (India) Military Estimates.

Revised Estimates, 1903-1904.

12. The Military Department is next concerned with the home estimates for army effective and non-effective charges.
- | | |
|---|---|
| <p>Comparison — Revised for 1903-1904 and Budget for 1903-1904.</p> | <p>The Home Budget Estimates for 1903-1904 made provision for a gross expenditure of £5,088,800, but in the Revised</p> |
|---|---|

Estimates the provision has been reduced to £5,052,600, or by £36,200.

This decrease in the Revised Estimate as compared with the Budget Estimate is chiefly brought about by reduced expenditure on stores; smaller "payments to the War Office in respect of British forces serving in India" and less expenditure on "Passage of officers and others not charged to Indian Troop Service"; partly counterbalanced by larger payments on account of furlough allowances; by increased expenditure in connection with the Indian Troop Service mainly due to arrears of previous years in respect of the cost of moving units, etc., from South Africa to India and to increase in freight of troops to India; and by the larger payments recorded under the head "Pay and Pensions of the Non-effective and Retired Officers of the Indian Service" owing to the transfer to this head of pensions formerly charged through the Remittance Account for adjustment against Berar Revenues.

13. The net figures of the Revised Estimate show an increase of £5,600 over those of the Budget Estimate for 1903-1904, due to less expenditure of £36,200, as explained above, and a decrease in receipts of £41,800.

Estimates, 1904-1905.

Comparison—
Budget for 1903-1904
and
Estimates for 1904-1905.

14. The estimated receipts and expenditure for 1904-1905 are as follows:—

| | Receipts. | Expenditure. | Net expenditure. |
|-------------------------|-----------|--------------|------------------|
| | £ | £ | £ |
| Effective | 334,400 | 3,159,600 | 2,825,200 |
| Non-effective | 28,000 | 2,434,100 | 2,406,100 |
| TOTAL | 362,400 | 5,593,700 | 5,231,300 |

15. Under receipts credit is taken for contributions to be made to the extent of £230,000 by the Imperial Government in respect of the cost of the transport of troops, and of military charges for Aden in consequence of the recommendations of the Royal Commission on Indian Expenditure; compared with the Budget for 1903-1904 the receipts show an anticipated decrease of £135,500. This is brought about by decreases in the receipts on account of the Indian Troop Service, and in the value of articles in the possession of regiments on their transfer from the Indian to the British Establishment; and also by smaller contributions towards pensions of Indian native soldiers lent for Imperial Service owing to a decrease in the numbers of native soldiers so lent. The total gross anticipated expenditure for 1904-1905 is more by £504,900 than the amount provided in the Budget for the preceding year. This increase is chiefly accounted for by the increased requirements for stores, chiefly artillery equipment and rifles; additional provision for the retired pay, etc., of British forces for service in India to allow for the normal growth of this charge and for an adjusting payment in respect of 1902-1903; to larger provision for the furlough allowances of officers of the Indian Service which is necessitated with reference to recent payments; partly counterbalanced by smaller anticipated payments to the War Office in respect of the British forces serving in India due chiefly to a decreased charge for deferred pay and an expected refund by the War Office on this account in respect of 1902-1903.

16. The gross charges on account of effective services, as estimated for the coming year, include payments to the War Office in respect of the British forces serving in India (£556,000); furlough allowances and pay during the voyage of British forces serving in India (£113,000); furlough allowances of officers of the Indian Service (£240,000); Indian Troop Service (£333,800); passage of officers and troops otherwise than in transports (£19,000); miscellaneous (£34,000); and stores for India (£1,863,800).

17. The gross charges on account of non-effective services are made up of the retired pay, etc., of the British forces for service in India (£716,800); pay of the non-effective Colonels of Royal Artillery (£20,300); pay and pensions of non-effective and retired officers of the Indian Service (£1,560,000); miscellaneous pensions, etc., (£87,000); and the Indian Military Service Family Pensions (£50,000).

18. The net anticipated expenditure for 1904-1905 is more by £640,400 than that for the preceding year, and, as explained above, this is due to a decrease of £135,500 in receipts and to an increase of £504,900 in gross expenditure.

III.—Military Works Estimates.

19. Formerly a fixed grant, at first one crore of rupees, was allotted annually for all military works of every class, but of late years this sum has usually been exceeded owing to the increasing demands of the Army and Defences. A new

system of budgetting has therefore been introduced under which fixed grants are allotted, annually for a quinquennial period for (1) Repairs, (2) Establishments, (3) Barrack Department, (4) Original Works under Rs 50,000. All works costing over Rs 50,000 are considered separately, and a sum is allotted for them according to requirements and subject to financial exigencies. Under this system the control of the Finance Department is enhanced and the procedure will be in some degree analogous to that in the Public Works Department.

20. Excluding English expenditure, the Budget Estimate for 1903-1904 amounted to Rs 1,54,27,000 (£1,028,500); but these figures have been modified during the year by additional grants and by transfers to other heads of account. The final grant is Rs 1,53,10,000 (£1,020,700) and a lapse of Rs 4,10,000 (£27,300) on this amount is anticipated, which is due mainly to short outlay on stores.

21. The Budget Estimate for 1904-1905, excluding English expenditure, is Rs 1,55,84,000 (£1,038,900), or an increase over that of 1903-1904 of Rs 1,57,000 (£10,500).

22. The main heads of expenditure in the Military Works Estimate are these (in round figures) :—

| | R | £ |
|--|-----------|---------|
| Original works, including those in progress and those to be commenced | 83,26,000 | 555,100 |
| Repairs | 36,49,000 | 243,300 |
| Establishment and tools and plant | 29,75,000 | 198,300 |
| Barrack Department, establishment, supplies and tools and plant | 9,00,000 | 60,000 |

23. In connection with the more important original works, expenditure amounting to Rs 6,32,000 (£35,400) will be incurred on water-supply projects; Rs 7,00,000 (£46,700) will be spent on electric lighting and punkah-pulling installations in barracks; provision has been made in the Budget for Rs 30,000 (£2,000) for completing the cordite factory in the Nilgiris; Rs 6,00,000 (£40,000) for the central gun-carriage factory at Jubbulpore; Rs 6,00,000 (£40,000) for a small arms factory at Ishapore; Rs 7,00,000 (£46,700) for steel and cartridge-metal rolling mills at Ishapore. Progress will be made towards the completion of the requirements of volunteer corps in the matter of buildings, armouries, etc., and special allotments have been entered in the budget in connection with the scheme for improving rifle ranges for regular troops and volunteers. The remaining original works include new hospitals, barracks, buildings for a medical store depôt at Calcutta, etc., and provide for the ordinary requirements of the Ordnance, Remount and Marine Departments and of the Supply and Transport Corps.

24. Provision is made for 146 new major works and schemes of which 55 are in progress and 91 have yet to be commenced. A sum of Rs 6,30,000 (£42,000) is allotted to minor works, each costing not more than Rs 2,500.

IV.—Special Defences.

25. Excluding English expenditure, the Budget Estimate for 1903-1904 was Rs 18,00,000 (£120,000); the Revised Estimate of expenditure is taken at Rs 3,36,000 (£22,400). The lapse is mainly due to short outlay on stores; but the Indian grant also has not been fully expended.

26. The Budget Estimate for 1904-1905, excluding English expenditure, is Rs 16,00,000 (£106,700).

V.—Marine Estimates.

Revised Estimates, 1903-1904.

27. The net total of the Budget Estimate of the Royal Indian Marine for 1903-1904 was Rs 16,04,000 (£106,933); the Revised Estimate stands at Rs 10,27,000 (£68,466) showing decrease of Rs 5,77,000 (£38,467).

Comparison—
Revised for 1903-1904.
Budget for 1903-1904.

28. The decrease is chiefly due to large recoveries from the Home Government in connection with the employment of Royal Indian Marine vessels on Imperial service, counterbalanced to some extent by increased expenditure in connection with the hire and fitting of transports for the Aden Boundary Commission, and the cruise of His Excellency the Viceroy, in the Persian Gulf.

Estimates, 1904-1905.

29. The net total of the Marine Estimates for 1904-1905 is Rs 20,10,000 (Rs 134,000), against Rs 16,04,000 (Rs 106,933), the total of the Budget for 1903-1904, showing an increase of Rs 4,06,000 (Rs 27,067) which is chiefly due to provision being made for charges in connection with the return of the troops with the Aden Boundary Commission.

E. R. ELLES.

March 23, 1904

APPENDIX III.

Memorandum on Railway Development and working by the
Honourable Sir A. T. Arundel, K.C.S.I. (March 1904).

Our programme of capital expenditure on railways for the year 1904-1905 has been prepared on the same lines as before; and, as on previous occasions, has been limited not by the amount which the full development of the country could employ or by that which the existing organisation could profitably spend on that development, but by the amount which the Government can make available. This amount, I am glad to say, provides for a larger expenditure on railway development next year than has ever been possible before. That it is not however by any means so large as to meet all the claims upon it, is evident from the following figures contrasting the amounts which have been asked for by the various railway administrations concerned or for projects which have been accepted as necessary, with those which we have been able to allot:—

| | Demand. Lakhs. | Allotment. Lakhs. |
|---|-------------------|----------------------|
| (a) Open lines, including rolling stock | 645.78 | 548.67 |
| (b) Lines already under construction— | | |
| (i) Begun prior to 1903-04 | 379.53 | 351.84 |
| (ii) „ during 1903-04 | 168.05 | 148.11 |
| (c) New lines to be begun in 1904-05 | 248.52 | 91.38 |
| | 1441.88 | 1140.00 |
| (d) Purchase of lines | 60.00 | 60.00 |
| TOTAL | 1501.88 | 1200.00 |

2. As usual the principle has been followed of providing for the needs of open lines and lines already under construction before deciding to undertake the construction of new ones, and in doing this the necessity for providing for the additional rolling stock necessary to cope with the growth of traffic has not been overlooked. Although the number of goods wagons in India has been increased from 76,471 in 1898 to 94,796 in 1902, i.e., by about 24 per cent. in five years, and although 11,731 more wagons have since been supplied or are under order, we have considered it desirable to provide no less than about 300 lakhs to pay for the latter and provide for further increases of rolling stock during the coming year.

3. The following statement shows the growth of expenditure on railway development by Government during the past five years:—

| Year. | Open lines, including Rolling Stock. | LINES UNDER CONSTRUCTION. | | Total. |
|--|--|-------------------------------|-----------------------------|---------|
| | | Started in previous years. | Started in current year. | |
| | Lakhs. | Lakhs. | Lakhs. | Lakhs. |
| 1900-01 (actual expenditure) | 528.22 | 251.10 | 18.34 | 797.66 |
| 1901-02 ditto | 352.58 | 509.06 | 25.64 | 887.28 |
| 1902-03 ditto | 481.74 | 452.50 | 71.52 | 1005.76 |
| 1903-04 (latest grants) | 398.81 | 511.20 | 72.06 | 982.07 |
| 1904-05 (proposed grants) | 548.67 | 499.95 | 91.38 | 1140.00 |

4. The details of the distribution of the allotment for next year are shown in statement A, and a complete list of the railways already opened, now in hand, or about to be

started, is given in statement D. The following are the chief new items of the construction part of the programme, *vis.* :—

I. Lines started in 1903-1904 :—

| Railway. | Length in miles. | ALLOTMENTS. | |
|---|------------------|-------------|------------|
| | | 1903-1904. | 1904-1905. |
| Khurja-Hapur Extension, East Indian railway | 38·87 | } 3'00 | { 10'00 |
| Ondal-Sainthia Chord, ditto | 43·62 | | { 10'00 |
| Kaunia-Bonarpara branch, Eastern Bengal State railway | 44·25 | 8·50 | 10'00 |
| Hyderabad-Badin Extension, North Western railway | 61'00 | 17·80 | 18'61 |
| Jech-Doab, Southern Section ditto | 103'00 | 8·68 | 20'00 |
| Hapur-Meerut branch, Oudh and Rohilkhand railway | 19'50 | 4·25 | 1'50 |
| Rewari-Phulera Chord, Rajputana Malwa railway | 133'32 | 11'65 | 28'00 |
| Bairagnia-Shikarpur, Tirhoot State railway | 58'05 | } 18'18 | { 50'00 |
| Bettiah-Bagaha, ditto | 49'35 | | |
| Mansi-Baptiahi, ditto | 78'62 | | |
| Sakri-Jainagar, ditto | 30'47 | | |
| Shikarpur-Bikna Thori, ditto | 21'50 | | |
| TOTAL | 681'55 | 72'06 | 148'11 |

II. Lines proposed to be commenced in 1904-1905 :—

| Railway. | Length in miles. | Allotments proposed for 1904-1905. |
|--|------------------|------------------------------------|
| Pench Valley Coal Branch, Bengal Nagpur railway | 25 | 5'00 |
| Nagda-Bara-Muttra-Aligarh, Bombay, Baroda and Central India rly. | 302 | 20'00 |
| Henzada-Kyangin, Burma railways | 66 | } 15'00 |
| Pegu-Moulmein, ditto | 122 | |
| Katihar-Malda branch, Eastern Bengal State railway | 50 | 30'00 |
| Coonoor-Ootacamund, Nilgiri railway | 12 | 10'00 |
| Jullundur-Kapurthala (British Section) North Western railway | 7 | 2'00 |
| Khushalgarh-Kohat Conversion and Indus Bridge, ditto | 33 | 9'38 |
| TOTAL | 707 | 91'38 |

5. Besides these lines, arrangements have been concluded for the construction of the following railways by private enterprise not directly guaranteed or otherwise aided by the State :—

| Railway. | Gauge. | Length. | Approximate cost in lakhs. |
|--|--------|---------|----------------------------|
| Ludhiana-Ferozepur-McLeodganj, Southern Punjab railway | 5' 6" | 163'06 | 87'19 |
| Gainsari-Jarwar branch, Bengal and North-Western rly. | 3' 3½" | 12'56 | 3'07 |
| Gorakhpur-Bagaha Extension, ditto ditto | 3' 3½" | 60'94 | 24'83 |
| Kopaganj-Dohrighat, ditto ditto | 3' 3½" | 21'70 | 6'43 |
| Uska Bazar-Tulsipur Extension, ditto ditto | 3' 3½" | 52'54 | 23'83 |
| Bareilly-Soron, Rohilkund and Kumaon railway | 3' 3½" | 55'80 | 55'73 |
| Lalkua-Kashipur, ditto ditto | 3' 3½" | 40'00 | 10'00 |
| Moradabad-Ramnagar, ditto ditto | 3' 3½" | 47'00 | 16'00 |
| Barasat-Basirhat Tramway | 2' 6" | 26'00 | 9'50 |
| Pandharpur and Tadwala Extensions, Barsi Light rly. | 2' 6" | 57'37 | 31'49 |
| Tuna-Bundar Anjar Extension, Cutch State railway | 2' 6" | 11'86 | 2'31 |
| Moharbanj State railway | 2' 6" | 28'50 | 6'60 |
| Sabalgarh-Sheopur Extension, Gwalior Light railway | 2' 6" | 69'00 | 19'10 |
| Matheran Light Tramway | 2' 0" | 12'00 | 10'00 |

and negotiations are in progress, which we hope will result in the early construction of the following in a similar manner :—

| Railway. | Length in miles. | Gauge. | Estimated cost. |
|---|------------------------|--------|-----------------|
| | | | Rs. |
| Amritsar-Pati, North Western railway | 27 | 5' 6" | 13,39,000 |
| Mymensingh-Bara Ari with a branch to Gauripur, Eastern Bengal State railway | 36½ | 3' 3½" | 22,15,812 |
| Bezwada-Masulipatam, Southern Mahratta railway | 50 | 3' 3½" | 27,89,406 |
| Guntur-Repalle, ditto | 38 | 3' 3½" | 17,33,687 |
| Kurnool Road-Kurnool, ditto | 32 | 3' 3½" | 7,11,000 |
| Phirangipuram-Gurzala, ditto | 50½ | 3' 3½" | 12,59,641 |
| Rawalpindi-Murree with extensions to Kuldana and Gharial, North Western railway | 50 | 2' 6" | 41,34,077 |
| Singhjani-Nalitabari, Eastern Bengal State railway | 25 | 2' 6" | 12,38,886 |

6. Towards the close of the current year we have been approached by the owners of the following lines, *vis.* :—

| | Gauge. | Length in miles. |
|---|--------|------------------------|
| Segaulie-Raksaul railway, Bengal and North-Western railway | 3' 3½" | 18.09 |
| Brahmaputra-Sultanpur railway, Eastern Bengal State railway | 3' 3½" | 59.37 |
| Cooch Behar State railway, Eastern Bengal State railway | 2' 6" | 33.60 |
| Ranaghat-Krishnagar Light railway, ditto | 2' 6" | 20.25 |

with a view to the purchase of the lines by the State; and, after consideration of the value of each as a commercial undertaking, Government propose to purchase them at an aggregate cost of about 60 lakhs. It is expected that the transactions will shortly be completed. The purchase of the last named line is, of course, a result of the construction of the new Ranaghat-Murshidabad line in its neighbourhood; but as regards the rest, it seems somewhat disappointing that after all the endeavours made with the intention of encouraging landowners and capitalists to embark in railway enterprise in India, the owners of the first two lines should consider it better to sell than to wait for the development of traffic which must in time make those lines remunerative investments.

7. This incident, and the fact that but few offers have been received for concessions on branch line or rebate terms, clearly show that, in the present state of the market, money cannot be attracted for railway enterprise in India except by a firm guarantee of a minimum interest at least as high as is paid on direct Government loans, or unless the promoters can be assured of a much higher rate of profit than Indian railways as a rule are likely to earn during the first few years after opening. This matter has been dealt with by Mr. T. Robertson in his report on the working of Indian railways, and his remarks are receiving the careful consideration of this Government and of the Secretary of State, but it will probably be some time before a conclusion can be arrived at.

8. It is satisfactory to observe that there are indications that the offer made by the Government of India to encourage Local Boards to finance light railways in their own districts by advancing them money on the security of their entire resources is likely to be availed of by the District Board, Kistna, for the construction of one or more of the following lines :—

- (a) Bezwada-Masulipatam,
- (b) Guntur-Repalle,
- (c) Phirangipuram Gurzala,

in the event of the promoters who have endeavoured to form a company to construct these lines failing to raise the necessary funds within the time fixed, *vide* Statement C.

9. At the beginning of the official year 1903-1904, there were 26,308 miles of railway open for traffic and 2,650 miles under construction. Since then and up to the date

of going to press 738 miles have been added to the former figure, and before the end of this month an addition of 100 miles is expected. This will raise the total length of railways open for traffic at the close of the year 1903-1904 to 27,144 miles (*vide* Statement D).

During the current year sanction was accorded to the construction of 1,282 miles of railways, details of which are to be found in Statement D, and there are now 3,044 miles under construction or sanctioned for construction.

10. The railways of India, taken as a whole, for the fourth year in succession show a balance to the credit of the general revenues after paying working expenses, interest charges and payments for annuities in redemption of Capital. The approximate figures for 1903-1904, as compared with the three previous years, are as follows :—

| | 1900-1901. Lakhs. | 1901-1902. Lakhs. | 1902-1903. Lakhs. | 1903-1904. Lakhs. |
|---------------------------------------|----------------------|----------------------|----------------------|----------------------|
| Surplus of revenue over expenditure . | 48·77 | 126·99 | 34·34 | 128·19 |

11. Compared with the figures of the previous year the results for the year 1903-1904 show an improvement of 93·85 lakhs. The receipts are more by 195·83 lakhs, the working expenses are higher by 64·29 lakhs, while interest charges, etc., have increased by 37·69 lakhs. In 1902-1903 although there was an improvement in the earnings of certain railways due to the Delhi Durbar, the installation of His Highness the Maharaja of Mysore and certain religious fairs, a considerable falling-off occurred in the earnings of the East Indian, North Western and Rajputana Malwa railways owing to an abnormal depression in the coal trade and in grain and pulse traffic. In the Budget Estimate for 1903-1904 due allowance was made for general improvement in traffic, particularly on the lines that were so backward in the previous year, and the above result shows that although adverse conditions remain much the same on the Rajputana Malwa railway, the improvement has been marked on some of the larger lines, the traffic on which has been exceptionally favourable. The increase in working expenses occurs chiefly on the Great Indian Peninsula railway system and on the Burma, Eastern Bengal State and North Western railways, where largely increased outlay has been necessary on maintenance and renewals of way and rolling stock and on repairs to flood damages. The charges for interest, etc., rise with the steadily increasing expenditure on Capital account, but this increase is more than covered by the increase in profits above quoted. The large surpluses of the last four years are full of encouragement for the construction of carefully selected extensions and projects in the future.

A. T. ARUNDEL.

CALCUTTA;
The 23rd March 1904.

STATEMENT A IN APPENDIX III.

STATEMENT

OF

Anticipated Capital Expenditure on Railways, Open or under Construction,
for the year 1904-1905.

Branch lines under Rebate terms are excluded.

CAPITAL EXPENDITURE ON RAILWAYS—1904-1905.

(Figures in Lakhs and Decimals of Lakhs.)

| No. | RAILWAY. | Grants allotted for 1903-1904. | Distribution of grants during 1904-1905. |
|-----|---|--------------------------------|--|
| | I.—OPEN LINES. | R | R |
| | I.—BY STATE AGENCY. | | |
| 1 | Eastern Bengal | 49'15 | 50'00 |
| 2 | Do. Improved facilities near Calcutta | 12'04 | 10'86 |
| 3 | Do. Rungpur-Dhubri | 1'41 | 1'50 |
| 4 | Oudh and Rohilkhand | 29'60 | 27'48 |
| 5 | North Western | 34'52 | 65'62 |
| 6 | Warora Colliery | —0'46 | —0'25 |
| 7 | Frontier Railway Reserve | 0'10 | ... |
| 8 | Jodhpur-Hyderabad (British Section) | 0'03 | 0'08 |
| | Total Open Lines by State Agency | 126'39 | 155'29 |
| | II.—BY THE AGENCY OF MAIN LINE COMPANIES. | | |
| 9 | East Indian | 71'09 | 71'17 |
| 10 | Do. Colliery Sidings | 2'91 | 1'33 |
| 11 | Rajputana Malwa | 16'70 | 18'00 |
| 12 | Tirhoot and Hajipur-Katihar | 10'50 | 15'00 |
| 13 | South Indian | 5'00 | 12'00 |
| | „ Madura—Pamban | 6'53 | 1'56 |
| 14 | Great Indian Peninsula | 32'66 | 100'00 |
| 15 | Do. Bhopal-Itarsi (Brit. Sec.) | 1'74 | 2'00 |
| 16 | S. M. Ry., Guntakal-Mysore Frontier | '05 | 0'24 |
| 17 | N. G. S. Ry., Bezwada Extension | 0'15 | 0'03 |
| 18 | Madras Railway—North-East (East Coast) Line | 26'50 | 20'00 |
| 19 | Do. Nilgiri | 0'03 | 3'60 |
| 20 | { Assam Bengal—Construction | 36'48 | 20'00 |
| | „ Land | | |
| | „ Jetties | | |
| | Total Open Lines by Agency of Main Line Companies | 210'34 | 264'03 |
| | Carried over | 336'73 | 420'32 |

CAPITAL EXPENDITURE ON RAILWAYS—1904-1905—contd.

(Figures in Lakhs and Decimals of Lakhs.)

| No. | RAILWAY. | Grants allotted for 1903-1904. | Distribution of grants during 1904-1905. |
|-----|---|--------------------------------|--|
| | OPEN LINES—contd. | R | R |
| | Brought forward | 336'73 | 420'22 |
| | III.—AGAINST THE CAPITAL ACCOUNTS OF THE OLD GUARANTEED RAILWAY COMPANIES. | | |
| 21 | Madras | 1'56 | 33'00 |
| 22 | " Calicut-Cannanore | 2'00 | 0'30 |
| 23 | Bombay, Baroda and Central India | —0'39 | 5'21 |
| 24 | " " " " Godhra Baroda chord | 23'60 | 3'24 |
| | Total Open Lines, old Guaranteed Companies | 26'77 | 41'75 |
| | IV.—AGAINST THE CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES OTHER THAN THE OLD GUARANTEED RAILWAY COMPANIES. | | |
| 25 | Bengal Central | 0'50 | 0'66 |
| 26 | Bengal Nagpur (including Northern Section of East Coast Railway) | 12'71 | 12'00 |
| 27 | Burma | 29'53 | 32'52 |
| 28 | (Great Indian Peninsula), Indian Midland | 34'84 | 27'27 |
| 29 | R. & K. Ry. Lucknow-Bareilly | 3'84 | 0'54 |
| 30 | Southern Mahratta | 0'80 | 12'00 |
| 31 | " Mysore Section | 1'20 | 1'21 |
| | Total Open Lines, other Railway Companies | 83'42 | 86'20 |
| | V.—CAPITAL ACCOUNTS OF BRANCH LINE COMPANIES WITH A FIRM GUARANTEE. | | |
| 32 | Hardwar-Dehra | 0'54 | 0'50 |
| 33 | Brahmaputra-Sultanpur | 0'50 | ... |
| | Total Open Lines by Branch Line Companies | 1'04 | 0'50 |
| 34 | Purchase of four Railways* | ... | 60'00 |
| | TOTAL OPEN LINES—carried over | 447'96 | 605'67 |

* Cooch Behar, Brahmaputra-Sultanpur, Ranaghat-Krishnagar, and Segowlic-Raknaul.

CAPITAL EXPENDITURE ON RAILWAYS—1904-1905—*contd.*

(Figures in Lakhs and Decimals of Lakhs.)

| No. | RAILWAY. | Length. | Amount of estimate or approximate cost. | Outlay to end of 1903-03. | Grants allotted during 1903-04. | Distribution of grants during 1904-05. |
|-----|--|---------|---|---------------------------|---------------------------------|--|
| | | Miles. | ₹ | ₹ | ₹ | ₹ |
| | TOTAL OPEN LINES—brought forward | ... | ... | ... | 447'96 | 608'67 |
| | II.—LINES UNDER CONSTRUCTION. | | | | | |
| | I.—BY AGENCY OF MAIN LINE COMPANIES. | | | | | |
| 35 | East Indian-Gya Asansol Grand Chord | 99 | 1,41,14 | 25'7 | 50'50 | 50'00 |
| 36 | Ditto Shikohabad-Farukhabad | 66 | 45,20 | 7'4 | 10'00 | 15'00 |
| 37 | Ditto Ondal Sainthia | 44 | 43,55 | } | 3'00 | 10'00 |
| 38 | Ditto Khurja Hapur | 39 | 26,08 | | | 10'00 |
| 39 | B. B. & C. I. Ry. Rewari Phulera Chord | 133 | 53'25 | ... | 11'65 | 28'00 |
| 40 | Tirhoot State Railway—Mansi-Baptiahi and other extensions | 238 | 1,25,72 | ... | 18'18 | 50'00 |
| 41 | S. I. Ry. Tinnevely-Quilon, British Section | 50 | 45,06 | 33'2 | 6'36 | 3'00 |
| 42 | Ditto, Native State Section | 58 | 1,12,65 | 82'0 | 25'01 | 3'00 |
| | Ditto, Marina Loop | ... | ... | ... | —'05 | ... |
| 43 | Madras Ry. Azikhal-Mangalore | 77 | 1,08,63 | 3'9 | 32'18 | 50'00 |
| | TOTAL | ... | ... | 152.2 | 156'83 | 219'3 |
| | II.—AGAINST THE CAPITAL ACCOUNT OF THE OLD GUARANTEED RAILWAY COMPANIES. | | | | | |
| | TOTAL | ... | ... | ... | ... | ... |
| | III.—AGAINST THE CAPITAL ACCOUNT OF INDIAN RAILWAY COMPANIES OTHER THAN THE OLD GUARANTEED RAILWAY COMPANIES. | | | | | |
| 44 | Bengal-Nagpur Sini-Midnapur-Cuttack-Calcutta | 353 | 8,02,45 | 809'5 | 50'82 | 51'00 |
| 45 | Ditto Jubbulpore-Gondia (Satpura) | 253 | 85,11 | 63'5 | 34'42 | 17'00 |
| 46 | Ditto Midnapur-Jherria Extension | 114 | 1,07,81 | 125'8 | 65'43 | 24'00 |
| 47 | Ditto Colliery lines | 25 | 18,54 | 17'6 | 9'60 | 1'00 |
| 48 | Ditto Chowrassi Branch | 9 | 5,67 | 3'1 | 2'53 | ... |
| 49 | Ditto Hariharpur Boojoodih | 28 | 31,57 | 0'2 | 6'67 | 15'00 |
| 50 | Ditto Reserve for new lines (Pench Valley) | 25 | 9,00 | ... | 1'26 | 5'00 |
| 51 | Burma Railways, Henzada Kyangin | 188 | 168,00 | ... | ... | 15'00 |
| 52 | Ditto Pegu-Moulmein | | | | | |
| | | ... | ... | 10'19'7 | 170'73 | 130'00 |
| | Total Lines under Construction—carried over | ... | ... | ... | 327'86 | 349'00 |
| | TOTAL OPEN LINES—carried over | ... | ... | ... | 447'96 | 608'67 |

CAPITAL EXPENDITURE ON RAILWAYS—1904-1905—*contd.*

(Figures in Lakhs and Decimals of Lakhs.)

| RAILWAY. | Length. | Amount of estimate or approximate cost. | Outlay to end of 1902-03. | Grants allotted during 1903-04. | Distribution of grants during 1904-05. |
|--|---------|---|---------------------------|---------------------------------|--|
| | Miles. | R | R | R | R |
| Total Open Lines—brought forward | ... | ... | ... | 447'96 | 608'67 |
| Total Lines under Construction—brought forward | ... | ... | ... | 327'56 | 349'36 |
| LINES UNDER CONSTRUCTION— <i>contd.</i> | | | | | |
| III.—BY THE STATE. | | | | | |
| E. B. S. Ry.—Dhubri-Gauhati | 151 | 92'31 | 0'7 | 14'35 | 10'23 |
| " Kaunia Bonarpara | 45 | 21'79 | ... | 8'50 | 10'00 |
| " Moorshidabad Branch | 96 | 84'48 | 7'0 | 40'00 | 35'29 |
| O. and R. Ry., Allahabad-Fyzabad | 97 | 1,17'09 | 59'6 | 41'89 | 10'75 |
| " Hapur-Meerut | 20 | 5'75 | ... | 4'25 | 1'50 |
| N. W. Ry., Hyderabad Badin | 61 | 32'46 | ... | 17'80 | 18'61 |
| " Quetta-Nushki | 82 | 70'06 | 8'0 | 25'89 | 25'00 |
| " Jech-Doab (Southern Section) | 52 | 25'70 | ... | 8'68 | 20'00 |
| Madras Ry.—Coonoor-Ootacamund | 12 | 22'00 | ... | ... | 10'00 |
| Agra-Delhi Chord | 121 | 90'76 | 19'3 | 45'19 | 35'20 |
| Reserve for New Lines | ... | ... | ... | ... | 65'39 |
| Total Lines under Construction by the State | ... | ... | 94'6 | 206'55 | 241'97 |
| TOTAL—LINES UNDER CONSTRUCTION | ... | ... | ... | 534'11 | 591'33 |
| TOTAL—OPEN LINES | ... | ... | ... | 447'96 | 608'67 |
| GRAND TOTAL | ... | ... | ... | 982'07 | 12,00'00 |

CAPITAL EXPENDITURE ON RAILWAYS—1904-1905—concl'd.

(Figures in Lakhs and Decimals of Lakhs.)

| No. | RAILWAY. | Distribution of grants during 1904-1905. |
|--|--|--|
| ABSTRACT BY OPEN LINES AND CONSTRUCTION. | | |
| I.—CAPITAL FOR OPEN LINES. | | |
| i. By State agency | | 155'29 |
| ii. By agency of Main Line Companies | | 264'93 |
| iii. By " " old Guaranteed Companies | | 41'75 |
| iv. By " " other Railway Companies | | 86'20 |
| v. By " " Branch Companies | | 0'50 |
| TOTAL OPEN LINE | | 548'67 |
| Purchase of four railways | | 60'00 |
| II.—CAPITAL FOR LINES UNDER CONSTRUCTION BY COMPANIES. | | |
| i. By agency of Main Line Companies | | 219'36 |
| ii. By " " old Guaranteed Railway Companies | | ... |
| iii. By " " other Railway Companies | | 130'00 |
| iv. By " " Branch Line Companies | | ... |
| TOTAL LINES UNDER CONSTRUCTION BY COMPANIES | | 349'36 |
| III.—CAPITAL FOR LINES UNDER CONSTRUCTION BY THE STATE | | 241'97 |
| GRAND TOTAL | | 12,00'00 |
| ABSTRACT SHOWING DISTRIBUTION BY FUNDS. | | |
| I.—From Imperial Funds. | (i) By State Agency | (a) Open Lines 155'29 |
| | | (b) Construction 241'97 |
| | | Total 397'26 |
| | (ii) By the Agency of Main Line Companies. | (a) Open Lines 264'93 |
| | | (b) Construction 219'36 |
| | | Total 484'29 |
| Total I | | 881'55 |
| II.—Against the Capital Account of the old Guaranteed Railway Companies. | (a) Open Lines | 41'75 |
| | (b) Construction | ... |
| | Total II . . . . . |  | 41'75 |
| III.—Against the Capital Accounts of Indian Railway Companies other than the old Guaranteed Railway Companies. | (a) Open Lines | 86'20 |
| | (b) Construction | 130'00 |
| | Total III . . . . . |  | 216'20 |
| IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Government Guarantee. | (a) Open Lines | 0'50 |
| | (b) Construction | ... |
| | Total IV . . . . . |  | 0'50 |
| TOTAL, I TO IV | | 548'67 |
| V.—Purchase of four railways | (a) Open Lines | 591'50 |
| | (b) Construction | 60'00 |
| GRAND TOTAL | | 12,00'00 |

STATEMENT B IN APPENDIX III.

List of new lines to be taken up as funds permit, with the estimated yearly provision required to ensure an economical rate of progress when once started.

| No. | Railway. | Length in Miles. | Estimated cost. | APPROXIMATE AMOUNT EACH YEAR. | | | | |
|-----|--|------------------|-----------------|-------------------------------|--------|--------|--------|---------|
| | | | | 1st. | 2nd. | 3rd. | 4th. | Future. |
| | EAST INDIAN RAILWAY— | | Lakhs. | Lakhs. | Lakhs. | Lakhs. | Lakhs. | Lakhs. |
| 1 | Burdwan-Howrah Chord | 42 | 56'33 | 10 | 20 | 26 | ... | ... |
| 2 | Bhagalpur-Bausi-Baidyanath | 76 | 56'00 | 10 | 20 | 26 | ... | ... |
| 3 | Hoogly-Kutwa | 63 | 63'12 | 4 | 30 | 30 | ... | ... |
| 4 | Kutwa-Ahmedpur | 32 | 32'00 | 2 | 10 | 20 | ... | ... |
| 5 | Gya-Kutwa cross line | 180 | 148'47 | 10 | 40 | 50 | 49 | ... |
| 6 | Fatepur-Markundi | 72 | 98'46 | 10 | 40 | 49 | ... | ... |
| 7 | Agra city Terminus | ... | 15'00 | 5 | 10 | ... | ... | ... |
| 8 | Rawa-Sutna | 31 | 5'25 | 6 | ... | ... | ... | ... |
| | BENGAL NAGPUR RAILWAY— | | | | | | | |
| 9 | Bankura (Bishenpur) Calcutta | 105 | 246'00 | 20 | 50 | 50 | 50 | 76 |
| 10 | Pench Valley Coal Branch | 25 | 9'00 | 5 | 4 | ... | ... | ... |
| 11 | Vizianagram-Raipur | 310 | 281'00 | 50 | 50 | 50 | 50 | 81 |
| 12 | Ganjam District Light Railways | 246 | 65'33 | 10 | 20 | 20 | 25 | ... |
| 13 | Gondia-Chanda (including Brahmapuri-Nagpur Branch). | 222 | 100'82 | 40 | 40 | 21 | ... | ... |
| 14 | Ranchi Plateau | 127 | 45'04 | 10 | 20 | 15 | ... | ... |
| 15 | Panchkura Luff Point | 25 | 28'00 | 14 | 14 | ... | ... | ... |
| 16 | Chindwara-Nagpur | 88 | 9'00 | 5 | 4 | ... | ... | ... |
| | EASTERN BENGAL STATE RAILWAY SYSTEM— | | | | | | | |
| 17 | Katihar-Malda | 50 | 42'00 | 30 | 12 | ... | ... | ... |
| 18 | Sara Bridge | ... | 130'00 | 30 | 40 | 40 | 20 | 42 |
| 19 | Mymensingh-Netrokana-Bara Arl | 36 | 20'93 | 10 | 11 | ... | ... | ... |
| 20 | Singhani-Sherpur-Nalitabari | 25 | 12'39 | 10 | 3 | ... | ... | ... |
| 21 | Dacca-Aircha | 45 | 58'14 | 10 | 20 | 20 | 8 | ... |
| 22 | Serajganj-Natore | 60 | ... | 10 | 10 | ... | ... | ... |
| | BENGAL AND NORTH-WESTERN, ROHILKUND AND KUMAON RAILWAY SYSTEMS— | | | | | | | |
| 23 | Jaunpur-Azimgarh | 35 | 14'00 | 4 | 10 | ... | ... | ... |
| 24 | Lalkua-Kashipur | 40 | 10'00 | 3 | 7 | ... | ... | ... |
| 25 | Gograhat-Sitapur | 58 | 25'00 | 5 | 20 | ... | ... | ... |
| 26 | Moradabad-Ramnagar | 47 | 16'50 | 6 | 11 | ... | ... | ... |
| | ODISH AND ROHILKHAND RAILWAY SYSTEM— | | | | | | | |
| 27 | Allahabad-Jaunpur | 58 | 30'22 | 3 | 27 | ... | ... | ... |
| 28 | Pilibhit-Barmdeo | 40 | 20'00 | 10 | 10 | ... | ... | ... |
| | NORTH WESTERN RAILWAY SYSTEM— | | | | | | | |
| 29 | Shahdera-Lyallpur | 72 | 36'00 | 6 | 20 | 10 | ... | ... |
| 30 | Larkhana-Kambar | 33 | 20'00 | 10 | 10 | ... | ... | ... |
| 31 | Kohat-Bannu | 83 | 40'00 | 20 | 20 | ... | ... | ... |
| 32 | Khyber Railway | 35 | 35'00 | 10 | 10 | 15 | ... | ... |
| 33 | Kabul River Railway | 55 | 127'09 | 10 | 20 | 30 | 40 | 27 |
| 34 | Kashmir Railway | 70 | 70'00 | 10 | 20 | 30 | 10 | ... |
| 35 | Jullundar-Kapurthala (British Section) | 7 | 3'99 | 3 | ... | ... | ... | ... |
| | BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM— | | | | | | | |
| 36 | Bombay-Sind Connection (Viramgam-Badin) | 290 | 280'00 | 10 | 30 | 30 | 30 | 180 |
| 37 | Deesa-Tharad | 85 | 22'72 | 10 | 13 | ... | ... | ... |
| 38 | Nagda-Bara-Muttra-Aligarh | 392 | 381'16 | 20 | 40 | 40 | 50 | 232 |
| | JODHPUR-BIKANER RAILWAY SYSTEM— | | | | | | | |
| 39 | Bara-Ajmer-Marwar | 213 | 137'00 | 16 | 48 | 48 | 25 | ... |

STATEMENT B IN APPENDIX III—contd.

| No. | Railway. | Miles. | Estimated cost. | APPROXIMATE AMOUNT EACH YEAR. | | | | |
|---|--|--------|-----------------|-------------------------------|--------|--------|--------|---------|
| | | | | 1st. | 2nd. | 3rd. | 4th. | Future. |
| | | | Lakhs. | Lakhs. | Lakhs. | Lakhs. | Lakhs. | Lakhs. |
| GREAT INDIAN PENINSULA RAILWAY SYSTEM— | | | | | | | | |
| 40 | Warora-Chanda | 42 | 46'00 | 10 | 20 | 16 | ... | ... |
| 41 | Itarsi-Nagpur | 250 | ... | 10 | 10 | 10 | 10 | ... |
| 42 | Mulai-Wardha | 91 | ... | 5 | 10 | 10 | 10 | ... |
| 43 | Warora-Belapur | 160 | 31'94 | 5 | 20 | 7 | ... | ... |
| 44 | Belapur-Warangal | 38 | ... | 5 | 10 | 10 | 10 | ... |
| 45 | Harpalpur-Kalpi | 102 | 15'91 | 10 | 6 | ... | ... | ... |
| 46 | Harpalpur-Nowgong | 19 | 2'98 | 3 | ... | ... | ... | ... |
| 47 | Khandwa-Akola-Basim-Purna | 232 | 170'00 | 20 | 40 | 40 | 40 | ... |
| 48 | Khamgaon-Jalna | 94 | 32'65 | 10 | 10 | 13 | ... | 30 |
| MADRAS RAILWAY— | | | | | | | | |
| 49 | Podanur-Dindigal | 115 | 85'00 | 10 | 30 | 30 | 15 | ... |
| 50 | Salem-Atur | 36 | 17'60 | 7 | 11 | ... | ... | ... |
| SOUTHERN MAHARATTA RAILWAY SYSTEM— | | | | | | | | |
| 51 | Beswada-Masulipatam | 50 | 27'90 | 7 | 10 | 10 | ... | ... |
| 52 | Kurnool Road, Kurnool | 32 | 7'11 | 8 | ... | ... | ... | ... |
| 53 | Guntur-Repalle | 38 | 17'34 | 7 | 10 | ... | ... | ... |
| 54 | Phiranjeepuram-Gurzala (famine feeder) | 51 | 12'00 | 3 | 9 | ... | ... | ... |
| SOUTH INDIAN RAILWAY SYSTEM— | | | | | | | | |
| 55 | Nanjangud-Erode | 121 | 123'03 | 23 | 50 | 50 | ... | ... |
| 56 | Trichinopoly-Tirukoilur | 97 | 74'43 | 10 | 30 | 35 | ... | ... |
| 57 | Rameswaram Extension | 12 | 119'97 | 10 | 50 | 60 | ... | ... |
| 58 | Kalikiri-Rayachoti (famine feeder) | 34 | 10'76 | 3 | 8 | ... | ... | ... |
| BURMA RAILWAYS SYSTEM— | | | | | | | | |
| 59 | Pegu-Syriam | 100 | 64'00 | 10 | 20 | 34 | ... | ... |
| 60. | Sagaing bridge | ... | 44'44 | 10 | 20 | 15 | ... | ... |

STATEMENT C IN APPENDIX III.

Statement showing the lines of railway proposed, or which were or are the subject of negotiations, for construction by private Companies.

| No. | Name of railway. | Length. | Estimated cost. | REMARKS. |
|-----|--|---------------|-----------------|---|
| | Bengal— | Miles. | Rs. | |
| 1 | Burdwan-Cutwa | 34 | 26,49,000 | } Negotiations pending. |
| 2 | Hooghly-Cutwa-Ahmedpur (or Sainthia) | 97 | 95,12,000 | |
| 3 | Mymensingh, vid Netrakona, to Bara-Ari, with branch from Shambhuganj to Gauripur | 36½ | 22,16,000 | Negotiations in progress. |
| 4 | Phulbari-Sumjhia | 13 | 4,42,000 | } Negotiations pending. |
| 5 | Shibnibash (Kissengunge)—Kotchandpur-Magura | 64 | 49,94,000 | |
| 6 | Singhjani, vid Sherpur, to Nalitabari | 25 | 12,39,000 | Negotiations in progress. |
| | Hyderabad— | | | |
| 7 | Raichur-Wondalli | 43 | 12,53,000 | Concession granted in June 1900, but scheme no further advanced. |
| | Madras— | | | |
| 8 | Bellary-Rayadrug | 33 | 8,33,000 | } Under construction out of the Famine Insurance Grant. |
| 9 | Hospet-Kottur | 38 | 10,37,000 | |
| 10 | Berhampore-Russelkonda | 49 | 14,91,000 | Negotiations have not advanced. |
| 11 | Bezwada-Masulipatam | 50 | 27,89,000 | } Negotiations still proceeding, the promoters having asked for the exclusion of the Kurnool Road (Dhone)—Kurnool railway from the scheme and for an extension of time for six months from the date of approval of the revised estimates for the remainder. |
| 12 | Guntur-Repalle | 38 | 17,34,000 | |
| 13 | Kurnool Road (Dhone)—Kurnool | 32 | 7,11,000 | |
| 14 | Phirangipuram-Gurzala | 51 | 12,60,000 | } Negotiations terminated owing to the promoters' inability to form a company on the terms offered. |
| 15 | Vizianagram-Raipur with Sointilla branch | 359 | 2,81,05,000 | |
| | North-West Frontier— | | | |
| 16 | Sarai Kala-Abbottabad-Kashmir frontier | 80 | 91,00,000 | Consideration postponed pending a decision on the Kashmir railway scheme. |
| | Punjab— | | | |
| 17 | Amritsar-Tarn Taran-Patti | 27 | 13,39,000 | Negotiations in progress. |
| 18 | Jullundur-Hoshiarpur | 24 | 14,10,000 | Negotiations pending. |
| 19 | Kangra Valley | 90 | 59,35,000 | } Negotiations closed owing to the promoters' inability to form a company on the terms offered. |
| 20 | Rawalpindi-Murree with extensions to Kuldana and Gharial | 50 | 41,34,000 | |
| | Rajputana— | | | |
| 21 | Baran-Ajmere-Marwar | 213 | 1,36,67,000 | Proposals rejected owing to the promoters' requiring a firm guarantee in sterling. |

STATEMENT D IN APPENDIX III.

Memorandum on the construction of Railways.

At the commencement of 1903-1904, i.e., on the 1st April 1903, the total length of railways open for traffic was 26,307.72 miles, made up as follows:—

| | Miles. | Miles. |
|--|--------------|-----------|
| East Indian | 1,991.15 | |
| Bengal Central (a) | 125.01 | |
| Bengal-Nagpur | 1,665.17 | |
| Indian Midland | (b) 798.53 | |
| Great Indian Peninsula | 1,693.63 | |
| Champan | | 6,751.51 |
| Amraoti | (c) 18.11 | |
| Bhopal-Itarsi (British section) | (d) 141.15 | |
| Godhra-Rutlam-Nagda | (e) 90.58 | |
| Barwada extension | (f) 497.10 | |
| Madras (North-East line) | (g) 2,077.50 | |
| North Western | 1,053.64 | 6,418.16 |
| Oudh and Rohilkhand | 277.02 | |
| Eastern Bengal | | |
| Bombay, Baroda and Central India | 850.09 | 1,348.78 |
| Madras | 886.10 | |
| Delhi-Umballa-Malka | (h) 183.28 | |
| Tarapur | (i) 22.23 | |
| South Behar | (j) 76.78 | |
| Southern Punjab | (k) 524.72 | 875.7 |
| Harwar-Dehra | (l) 22.04 | |
| Tapti Valley | (m) 155.48 | |
| Bilaspur-Gaon-Barda | (n) 195.63 | |
| Bhopal-Ujjain | (o) 113.27 | |
| Bhopal-Itarsi (Native State section) | (p) 44.28 | |
| The Nizam's Guaranteed State | 390.13 | 709.93 |
| Nagda-Ujjain | (q) 24.32 | |
| Peelad-Cambay (Assam-Tarapur section) | (r) 21.50 | |
| Peelad-Cambay (Tarapur-Cambay section) | (s) 19.98 | |
| Kolar Gold-fields | (t) 9.88 | |
| Rajput-Bhatinda | (u) 107.05 | 201.63 |
| Jammu and Kashmir (Native State section) | (v) 15.92 | |
| Lodhiana-Dhuri-Jakkhal | (w) 78.66 | |
| Bengal and North-Western— | | |
| Tirhoot section | 516.80 | |
| Company's section (h) | 813.72 | |
| Rohilkhand and Kumaon (Lucknow-Bareilly section) | (x) 231.17 | |
| Rajputana-Malwa | (y) 1,618.36 | |
| Paharpur-Deesa | (z) 17.28 | |
| Southern Mahratta | 1,042.04 | |
| Guntakal-Mysore frontier | (aa) 119.50 | |
| Mysore section (Southern Mahratta) | (ab) 200.22 | 7,994.50 |
| Nagriti | (ac) 16.90 | |
| South Indian | 1,123.13 | |
| Tanjore District Board | (ad) 71.11 | |
| Assam Bengal | 643.71 | |
| Burma | 1,311.44 | |
| Jodhpur-Hyderabad (British section) | (ae) 123.08 | |
| Tinaverly-Quilon (Travancore) (British section) | (af) 14.05 | |
| Eastern Bengal— | | |
| Northern Behar and Muzaffar-Ghazipur sections | | |
| (including the Kumaon-Kurigram branch, and British section, Cooh Behar-Sansabari extension, 5' 6" gauge) | 535.28 | |
| Dacca section | 85.92 | |
| Cawnpore-Burhwal (Metric gauge line) | (ag) 79.60 | 700.76 |
| Danghar | 4.70 | |
| Brahmaputra-Sultanpur | (ah) 58.37 | |
| Mymensingh-Jamshilpur-Jagannathganj | (ai) 53.14 | |
| Rohilkhand and Kumaon (Company's section) | 53.92 | |
| Bengal Douars | 26.40 | |
| Bengal Douars extensions | 106.76 | 500.67 |
| Dibru-Sadiya | 77.50 | |
| Ledo and Likiep-Margherita Colliery | (aj) 11.00 | |
| Ahmedabad-Paranthi | (ak) 54.70 | |
| Sagauli-Raxaul | (al) 18.09 | |
| Ahmedabad-Dholka | (am) 25.00 | |
| Vijapur-Kalol-Kadi | (an) 29.44 | |
| Gadkwar's Mehsana | (ao) 92.63 | |
| Hyderabad-Godavari Valley | (ap) 391.43 | |
| Kolhapur | (aq) 29.27 | 712.98 |
| Hindupur (Yeavantpur-Mysore frontier) | (ar) 51.26 | |
| Mysore-Nanjangud | (as) 15.80 | |
| Birur-Shimoga | (at) 37.92 | |
| Sholapur-Cochin | (au) 64.75 | |
| Jodhpur-Bikaner | 700.29 | |
| Udaipur-Chitor | 67.30 | |
| Bhavnagar-Gondal-Junagad-Portbandar | (av) 394.19 | 1,223.04 |
| Jetalar-Rajkot | (aw) 48.21 | |
| Jamnagar | (ax) 64.22 | |
| Dhrangadra | (ay) 20.83 | |
| West of India Portuguese | (az) 51.11 | |
| Pondicherry | (ba) 7.85 | 73.61 |
| Karakkal-Peralam | (bb) 14.65 | |
| Bengal-Nagpur-Rajpur-Dhamtari branch (5' 6") | | (c) 68.26 |
| Jorhat (5' 6") | 36.00 | |
| Nowshera-Dargal (5' 6") | (bd) 40.25 | |
| Khusabgarh-Kohat-Thal (5' 6") | (be) 29.70 | 106.12 |
| Dandol Light (5' 6") | (bf) 6.18 | |
| Dargajing-Himalayan (5' 6") | 51.00 | |
| Bari Light (5' 6") | 21.59 | |
| Howrah-Amta (5' 6") | 22.09 | |
| Howrah-Sheakhala (5' 6") | 19.75 | |
| Ranaghat-Krishnagar (5' 6") | 20.25 | |
| Tarakshwar-Magra (5' 6") | 31.12 | 230.76 |
| Tarapur-Balpara (5' 6") | 20.10 | |
| Powayan Light (5' 6") | (bg) 89.50 | |
| Thatan-Dupinzaik Light (5' 6") | 7.76 | |
| Gadkwar's Dabhol (5' 6") | (bh) 78.89 | |
| Rajpitha (5' 6") | (bi) 37.27 | 305.90 |
| Parikrmedil Light (5' 6") | (bj) 24.68 | |
| Gwalior Light (5' 6") | (bk) 126.14 | |
| Cooh Behar (5' 6") | | (c) 31.60 |
| Morvi (5' 6") | | 91.26 |

5' 6" gauge—

(i) State lines worked by companies . . . 6,751.51

(ii) State lines worked by the State . . . 4,418.16

(iii) Guaranteed companies . . . 1,348.78

(iv) Assisted companies . . . 875.47

(v) Lines owned by native states and worked by companies . . . 709.93

(vi) Lines owned by native states and worked by state railway agency . . . 201.63

3' 3 1/2" gauge—

(vii) State lines worked by companies . . . 7,994.50

(viii) State lines worked by the State . . . 700.76

(ix) Assisted companies . . . 500.67

(x) Lines owned by native states and worked by companies . . . 712.58

(xi) Lines owned and worked by native states . . . 1,223.04

(xii) Foreign lines . . . 73.61

Special (2' 6" and 2' 0") gauges—

(xiii) State lines worked by companies . . . 56.24

(xiv) State lines worked by the State . . . 106.13

(xv) Assisted companies . . . 239.76

(xvi) Lines owned by native states and worked by companies . . . 266.99

(xvii) Lines owned by native states and worked by state railway agency . . . 33.60

(xviii) Lines owned and worked by native states . . . 94.36

TOTAL . . . 26,307.72

Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
Worked by the Great Indian Peninsula Railway Company.
Worked by the Bombay, Baroda and Central India Railway Company.
Worked by His Highness the Nizam's Guaranteed State Railways Company.
Worked by the Madras Railway Company.
Including 106 miles laid on a mixed (5' 6" and 3' 3 1/2") gauge; and 0.31 mile on the 5' 6" gauge.
Including 3.6 miles of military line not used for public traffic.
Including 20.28 miles of mixed (5' 6" and 3' 3 1/2") gauge between Kot Kapura and Bhatinda, worked over by the North Western State and Rajputana-Malwa railways.
Worked by the East Indian Railway Company.
Worked by the North Western State railway.
Worked by the Oudh and Rohilkhand State railway.
Includes the Viramgam-Wadhwan section, 39.23 miles, converted from the 5' 6" gauge to the 3' 3 1/2" gauge on 14th December 1903.
The line was purchased by Government with effect from the 1st January 1903.
Excludes 39.23 miles of the Viramgam-Wadhwan section converted from the 5' 6" gauge to the 3' 3 1/2" gauge on the 14th December 1903.

(a) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.
(b) Including 2.10 miles at Ujjain and 3.09 miles between Juma East Bank and Agra Cantonment, laid on the 5' 6" gauge.
(c) Worked by the Southern Mahratta Railway Company.
(d) Worked by the South Indian Railway Company.
(e) Worked by the Jodhpur-Bikaner railway.
(f) Excluding 3.66 miles of the Lucknow-Bareilly railway between Dalganj and Alahab, but including the length, Bara Bank to Burhwal, 16.79 miles and the length over the Cawnpore bridge, 0.59 mile, laid on a mixed gauge.
(g) Worked by the Eastern Bengal State railway.
(h) Worked by the Assam Railways and Trading Company.
(i) Worked by the Bengal and North-Western Railway Company.
(j) Including 4.87 miles of Bhavnagar Dock estates and Junagad quarry lines.
(k) Worked by the Bhavnagar-Gondal-Junagad-Portbandar railway.
(l) Including 5.99 miles of Bell-Bandar Dock estate siding.
(m) Worked by the Rohilkhand and Kumaon Railway Company.
(n) Worked by the Bengal-Nagpur Railway Company.
(o) Classed as a State railway in consequence of the lease in perpetuity of the Assigned Districts of Berar to the British Government with effect from the 1st October 1901, and treated as an integral part of the Great Indian Peninsula railway undertaking as from the 1st January 1903.

And the mileage under construction or sanctioned for construction on the same date was 2,649·70 miles, as follows :—

| | Miles. | Miles. |
|--|--------|--------|
| 5' 6" gauge— | | |
| (i) State lines worked by companies | 441'92 | |
| (ii) State lines worked by the State | 303'95 | |
| (iii) Guaranteed companies | 61'07 | |
| | | 806'94 |

| | | |
|--|--------|--------|
| 3' 3½" gauge— | | |
| (iv) State lines worked by companies | 613'33 | |
| (v) State lines worked by the State | 151'62 | |
| (vi) Assisted companies | 53'29 | |
| (vii) Lines owned by native states and worked by companies | 70'15 | |
| (viii) Lines owned and worked by native states | 72'85 | |
| | | 961'24 |

| | | |
|--|--------|-----------------|
| Special (2' 6" and 2' 0") gauges— | | |
| (ix) State lines worked by companies | 297'50 | |
| (x) State lines worked by the State | 62'03 | |
| (xi) Assisted companies | 394'62 | |
| (xii) Lines owned by native states and worked by companies | 127'37 | |
| | | 881'52 |
| TOTAL | | 2,649'70 |

There was thus a grand total of railways completed and in hand, on the 1st April 1903, of miles 28,957'42

| | Miles. | Miles. |
|---|--------|--------|
| Root Indian— | | |
| Shikohabad to Farukhabad | 65'82 | |
| Manpur to 0·87 mile beyond Gurpa | 25'25 | |
| Mile 0·87 beyond Gurpa to Kodarma | 18'11 | |
| Kodarma to Haridharpur | 56'35 | |
| Mile 170½ on Jherlah branch to Chandore | 4'16 | |
| Jherlah to Dhanbaid | 3'75 | |
| Tasra siding | 1'75 | |
| Northern half of the Malkera-Katragarh cross connection | 0'71 | |
| Bengal-Nagpur— | | |
| Chaurashi to Nodessa in the Chaurashi coal-fields | 4'81 | |
| Bhojudih to Haridharpur | 27'90 | |
| Bhojudih to Parthadhi | 1'45 | |
| Bhojudih to Mboda, including the Bhaga connection | 21'36 | |
| Bhowra siding | 1'50 | |
| Southern half of the Malkera-Katragarh cross connection | 0'71 | |
| Indian Midland— | | |
| Ait to Kunch | 8'65 | |
| Agra-Delhi Chord | 121'18 | |
| Madras (North-East line)— | | |
| Korukkupettai to Basin Road | 0'93 | |
| Ashikai-Mangalore extension | 77'21 | |
| North Western— | | |
| Jech Doab line, Northern section— | | |
| Malakwal to Karana | 61'40 | |
| From a point 12 miles south of Quetta to Nuahli | 82'50 | |
| Oudh and Rohilkhand— | | |
| Sultanpur to Chitbilla | 23'00 | |
| Allahabad to Siwalt | 11'30 | |
| Sultanpur to Fyzabad | 36'37 | |
| Balamau to Madhoganj | 14'47 | |
| Eastern Bengal— | | |
| Extension of Chitpore terminus | 1'68 | |
| Panchooria to the Ganges (b) | 6'00 | |
| Kankurgachi Chord | 2'25 | |
| Ranaghat to Murshidabad | 75'00 | |
| Bombay, Baroda and Central India— | | |
| Godhra to Baroda | 44'00 | |
| Madras— | | |
| Tellicherry to Ashikai | 17'07 | |

| | | |
|---|--------|--|
| Bengal and North-Western— | | |
| Tirhoot section— | | |
| Sakri to Jainagar (a) | 20'47 | |
| Company's section— | | |
| Aunrihar to Jaunpur | 36'14 | |
| Uska Bazar to Tulsiapur | 53'54 | |
| Gaisanri to Jarwa | 12'50 | |
| Gorakhpur to Bagaha | 60'24 | |
| Rohilkhand and Kumaon (Lucknow-Bareilly section)— | | |
| Dudhwa to the Mohan river | 5'30 | |
| Rajputana-Malwa— | | |
| Rewari-Phulera Chord (a) | 130'32 | |
| Family lines (Madras Presidency)— | | |
| Bellary to Rayadrug | 23'00 | |
| Hospet to Kottur | 38'10 | |
| South Indian— | | |
| Saldapet to Madras | 8'38 | |
| Tirupachetty to Sivaganga (d) | 9'00 | |
| Tinnevely-Quilon (Travancore) (British section)— | | |
| KalidaiKurichi to the British frontier near Shencottah | 21'23 | |
| Tanjore District Board— | | |
| Pattukkottai to Arantangi | 28'35 | |
| Adirampatnam and Thambikkottai Salt sidings and Arantangi Quarry branch | 5'53 | |
| Assam-Bengal— | | |
| Damchara to Lumding | 100'71 | |
| Burma— | | |
| Letpadan to Tharawaw | 23'00 | |
| Henzada to Henzada shore | 2'00 | |
| Eastern Bengal— | | |
| Golokganj to the Brahmaputra opposite Gauhati | 9'40 | |
| Bengal Doars— | | |
| Dalgaoon to Madarihat | 9'40 | |
| Neakhal (Bengal)— | | |
| Laksam and Neakhal to Sahib-Ghatta (Ichakhal) | 24'05 | |
| Ahmednagar-Dholka— | | |
| Baria to Dholka | 9'54 | |
| Vijapur-Kolai-Kadi— | | |
| Kolai to Kadi | 12'30 | |
| Tinnevely-Quilon (Travancore) (Native state section)— | | |
| Quilon to the British frontier near Shencottah | 87'05 | |
| Jaipur— | | |
| Sanganer to Siwal-Madhogar (c) | 17'07 | |

| | | |
|---|--------|--|
| Bengal-Nagpur (Jubbulpore-Gondia extension) (2' 6")— | | |
| Jubbulpore to Gondia | 142'43 | |
| Neinpur to Mandla | 21'75 | |
| Neinpur to Chindwara | 87'40 | |
| Family lines (Madras Presidency)— | | |
| Morappur to Dharmapuri | 12'37 | |
| Tirupattur to Krishnagari | 25'45 | |
| Khushalgarh-Kohat-Thal (2' 6")— | | |
| Kohat to Thal | 12'30 | |
| Bareilly Light (2' 6")— | | |
| Bareilly Town to Pandharpur | 30'67 | |
| Bareilly Town to Tadwala | 28'70 | |
| Kalka-Simla (2' 6")— | | |
| Bukhtiarpur-Behar Light (2' 6")— | | |
| Bukhtiarpur to Behar | 12'75 | |
| Madras District Board (2' 6")— | | |
| Ammayanayakkanur to Kotagudi | 55'00 | |
| Periyakulam to Krishna-Manalk's Tops | 5'00 | |
| Theni to Karuvannath | 23'00 | |
| Shahdara-Saharanpur Light— | | |
| Shahdara to Saharanpur | 25'00 | |
| Baraut to Meerut | 30'00 | |
| Howrah-Amta (2' 0")— | | |
| Jagatballabpur to Amtpur | 8'50 | |
| Amtpur to Champadanga (a) | 9'00 | |
| Amtpur to Rajbulhat (a) | 3'50 | |
| Dwara-Therria (2' 6")— | | |
| Therria Ghat to Maolong (a) | 19'50 | |
| Maolong to Noorpur or Dwara | ... | |
| Rewah (2' 6")— | | |
| Rewah to Sutra (a) | 31'41 | |
| Gaekwar's Dabhol (2' 6")— | | |
| Padra to Mheba | 9'10 | |
| Gwalior Light (2' 0")— | | |
| Gwalior to Sabalgarh | 37'00 | |
| Moharbhani— | | |
| Baripada Road to Baripada | 32'40 | |

(a) Commencement of work not authorized.
(b) Constructed but not worked.
(c) Completion deferred.
(d) Work not commenced.

During 1903-1904, i.e., from 1st April 1903 to 31st March 1904, 1,281·77 miles of new railway have been authorised as follows:—

| | Miles. | Miles. | Miles. |
|--|--------|--------|--------|
| (d) East Indian— | | | |
| Ondal to Sainthla | 42·82 | 37·49 | |
| Khurja to Hapur | 38·87 | | |
| Bengal-Nagpur— | | | |
| Jamshedpur to Ballinry | | 5·50 | |
| Great Indian Peninsula— | | | 151·95 |
| Warrah (oil branch) | | | |
| Warrah to Bellary (e) | | 37·90 | |
| Salem-Aitpur (e) | | 36·08 | |
| North Western— | | | |
| Hyderabad (Sind) to Badin | | 61·00 | |
| Jech Doab line, southern section— | | | 158·85 |
| Karara to Sherkot Road | | 97·85 | |
| Oudh and Rohilkhand— | | | |
| Phaphamau to Zafarabad | | 57·50 | |
| cent to Hapur | | 19·50 | 77·00 |
| Eastern Bengal— | | | 258·35 |
| Mirzabad to Jeaganj | | 6·00 | |
| Jeaganj to Lalga | | 16·50 | 22·50 |
| Southern Punjab— | | | |
| Ludhiana to MacLeod Ganj | | | 162·30 |
| Bengal and North-Western— | | | |
| Tinshook section— | | | |
| Manal to Baplaht | | 40·01 | |
| Bettiah to Bagaha | | 40·35 | |
| Sihurra to Moriganj | | 18·61 | |
| Bairagnia to Bikna Thori | | 79·55 | 229·22 |
| Company's section— | | | |
| Kopaganj to Dohrihat | | 21·70 | |
| Nilgiri— | | | |
| Coochoor to Ootacamund | | | 11·50 |
| Barma— | | | |
| Pera to Martaban (b) | | | 121·27 |
| Eastern Bengal— | | | |
| Kumla to Bonarpur | | | 44·25 |
| Rohilkund and Kumaon (Company's Section)— | | | |
| Bareilly to Soron | | | 56·00 |
| M. radabad to Rampur | | | 47·00 |
| Lakua to Kashipur | | | 45·00 |
| North Western— | | | |
| Jullundur to the British Frontier (a) | | | 6·80 |
| Baraset-Bairhat (a' 6")— | | | |
| Baraset to Bairhat | | 38·00 | |
| Tarakshwar-Nagra (a' 6")— | | | 28·15 |
| Nagra to Tribeni | | 2·15 | |
| Gackwar's Dabholi (a' 6")— | | | |
| Molha to Kanjat | | 6·50 | |
| Quallor Light (a' 6")— | | | 78·50 |
| Sabalgah to Sheopor. | | 69·00 | |
| North Western— | | | |
| Sultanpur to the British frontier (a) | | | 22·02 |
| Cutch (a' 6")— | | | |
| Anjar to Tuna | | | 11·86 |
| East Indian— | | | |
| Jheria to Dhanbaid | | 3·73 | |
| Northern Section of the Malkera Katraigarh | | | 6·21 |
| cross connection | | 0·67 | |
| Tara siding | | 1·75 | |
| Bengal-Nagpur— | | | |
| Bhujdih to Bhaga | | 6·68 | |
| Bhaga to Malkera | | 8·79 | 14·46 |
| Southern section of the Malkera Katraigarh cross | | | |
| connection | | 0·71 | |
| Bhowra siding | | 2·50 | |
| Indian Midland— | | | |
| Alt to Kunch | | | 9·85 |
| North Western— | | | |
| Jech Doab line, Northern section— | | | |
| Malakwal to Sangoda | | | 46·25 |
| Oudh and Rohilkhand— | | | |
| Chilibilla to Sultanpur | | 22·00 | |
| Phaphamau to Siwalt | | 3·63 | |
| Sultanpur to Fyzabad | | 36·37 | 70·47 |
| Balamau to Madhoganj | | 13·47 | 123·70 |
| Eastern Bengal— | | | |
| Extension of Chitpore terminus | | | 0·98 |
| Madras— | | | |
| Tellicherry to Azhikal | | | 18·47 |
| Bombay, Baroda and Central India— | | | |
| Gouhria to Baroda | | | 44·00 |
| Bengal and North-Western— | | | |
| Company's Section— | | | |
| Kopaganj to Dohrihat | | 21·73 | |
| Aunihar to Jaunpur | | 36·15 | 57·88 |
| Rohilkund and Kumaon (Lucknow Bareilly section)— | | | |
| Ludhwa to Chandaul (howl (the Mohan river) | | | 5·87 |
| Tinnevely-Quillon (Travancore) (British section)— | | | |
| Kalidakkurichi to Shencottah | | | 30·88 |
| Tanjore District Board— | | | |
| Pattukottai to Arantangi | | | 28·35 |
| Assam-Bengal— | | | |
| Damchara to Lumding | | | 100·74 |
| Barma— | | | |
| Letpadam to Tharaway | | | 23·07 |
| Heusada to Heusada shore | | | 2·48 |
| Noakhali (Bengal)— | | | |
| Lahasa to Sahibghatta | | | 28·90 |
| Bengal Doons extension— | | | |
| Urigaan to Madaribhat | | | 9·81 |
| Ahmedabad-Dholka— | | | |
| Bavla to Dholka | | | 8·50 |
| Vijapur-Katol-Kadi | | | |
| Katol to Kadi | | | 12·20 |
| Tinnevely-Quillon (Travancore) (Native State section)— | | | 28·00 |
| Quillon to Ponnur | | | 40·30 |
| Bengal-Nagpur (Jubbulpore-Gondia extension) (a' 6")— | | | |
| Gondia to Nainpur | | | 74·50 |
| Nainpur to Seoni | | | 47·13 |
| Khushalgarh-Kohat-Thal (a' 6")— | | | |
| Kohat to Thal | | | 62·03 |
| Bukhtiarpur-Bihar Light (a' 6")— | | | |
| Bukhtiarpur to Bihar | | | 18·50 |
| Kalka-Simla (a' 6")— | | | |
| Kalka to Simla | | | 59·44 |
| Gackwar's Dabholi (a' 6")— | | | |
| Padra to Kanjat | | | 15·70 |

5' 0" gauge—

(i) State lines worked by companies

Miles. Miles.

161·95

(ii) State lines worked by the State

258·35

(iii) Assisted companies

162·90

583·20

3' 3½" gauge—

(iv) State lines worked by companies

361·99

(v) State lines worked by the State

44·25

(vi) Assisted companies

148·00

554·24

Special (2' 6" and 2' 0") gauges—

(vii) State lines worked by the State

6·80

(viii) Assisted companies

28·15

(ix) Lines owned by native states and worked by companies

75·50

(x) Lines owned by native states and worked by state railway agency

22·02

(xi) Lines owned and worked by native states

11·86

144·33

TOTAL 1,281·77

And 837·81 miles have been or are likely to be opened to public traffic as follows:—

5' 6" gauge—

Miles. Miles.

(xii) State lines worked by companies

33·74

(xiii) State lines worked by the State

123·70

(xiv) Guaranteed companies

60·47

217·89

3' 3½" gauge—

(xv) State lines worked by companies

249·21

(xvi) Assisted companies

53·31

(xvii) Lines owned by native states and worked by companies

40·20

342·62

Special (2' 6") gauge—

(xviii) State lines worked by companies

121·63

(xix) State lines worked by the State

62·03

(xx) Assisted companies

77·94

(xxi) Lines owned by native states and worked by companies

15·70

277·30

TOTAL 837·81

(a) Question of gauge not yet settled.

(b) With a steam ferry to connect with the port of Mouzaina. Commencement of work not yet authorized.

(c) Commencement of work not yet authorized.

The total length of open line at the commencement of 1904-1905, i.e., on the 1st April 1904, will, therefore, be 27,143·36 miles, comprising—

| | Miles. | Miles. |
|--|----------|------------------|
| 5' 6" gauge— | | |
| (i) State lines worked by companies | 6,787·62 | |
| (ii) State lines worked by the State | 4,537·92 | |
| (iii) Guaranteed companies | 1,409·24 | |
| (iv) Assisted companies | 876·05 | |
| (v) Lines owned by native states and worked by companies | 709·93 | |
| (vi) Lines owned by native states and worked by state railway agency | 201·63 | |
| | | 14,522·39 |
| 3' 3½" gauge— | | |
| (vii) State lines worked by companies | 8,242·58 | |
| (viii) State lines worked by the State | 700·71 | |
| (ix) Assisted companies | 553·87 | |
| (x) Lines owned by native states and worked by companies | 752·78 | |
| (xi) Lines owned and worked by native states | 1,223·04 | |
| (xii) Foreign lines | 73·61 | |
| | | 11,546·59 |
| Special (2' 6" and 2' 0") gauges— | | |
| (xiii) State lines worked by companies | 177·87 | |
| (xiv) State lines worked by the State | 168·16 | |
| (xv) Assisted companies | 317·70 | |
| (xvi) Lines owned by native states and worked by companies | 282·69 | |
| (xvii) Lines owned by native states and worked by state railway agency | 33·60 | |
| (xviii) Lines owned and worked by native states | 94·36 | |
| | | 1,074·38 |
| TOTAL | | 27,143·36 |

- (a) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
 (b) Worked by the Great Indian Peninsula Railway Company.
 (c) Worked by the Bombay, Baroda and Central India Railway Company.
 (d) Worked by His Highness the Nizam's Guaranteed State Railways Company.
 (e) Worked by the Madras Railway Company.
 (f) Including 2·66 miles laid on a mixed gauge and 0·31 mile on the 3' 3½" gauge.
 (g) Including 5·63 miles of military line not used for public traffic.
 (h) Including 20·58 miles of mixed gauge (3' 0" and 3' 3½") between Kot Kapura and Bhatinda, worked over by the North Western State and Rajputana-Malwa railways.
 (i) Worked by the East Indian Railway Company.
 (j) Worked by the North Western State railway.
 (k) Worked by the Oudh and Rohilkhand State railway.
 (l) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.
 (m) Including 2·10 miles at Ujjain and 3·07 miles between Jammu East Bank and Agra Cantonment laid on the 3' 6" gauge.
 (n) Worked by the Southern Mahratta Railway Company.

* Correction of mileage.

† Made up as follows:—

Open at the commencement of 1903-1904

Added—Opened during 1903-1904

Deduct—Net decrease due to corrections of mileage

26,307·72

837·81

27,145·53

2·17

27,143·36

| | Miles. |
|---|--------------|
| East Indian | 1,839·47 |
| Bengal Central (a) | 125·01 |
| Bengal-Nagpur | 1,634·22 |
| Indian Midland | 838·38 |
| (i) Great Indian Peninsula | 1,561·53 |
| Bhopal-Itarsi (British section) | 113·11 |
| Godhra-Rutlam-Nagda | (c) 141·14 |
| Bezwada extension | (d) 21·37 |
| Madras (North-East line) | (e) 497·19 |
| North Western | (f) 3,118·13 |
| Oudh and Rohilkhand | (g) 1,111·11 |
| Eastern Bengal | 273·38 |
| (ii) Bombay, Baroda and Central India | (h) 501·08 |
| Madras | 344·56 |
| (iii) Delhi-Umballa-Kalka | (i) 162·21 |
| Tartessur | (j) 22·22 |
| South Behar | (k) 78·78 |
| (iv) Southern Punjab | (l) 425·43 |
| Hardwar-Dehra | (m) 32·04 |
| Tapti Valley | (n) 15·48 |
| Bina-Gooma-Baram | (o) 135·62 |
| Bhopal-Ujjain | (p) 112·27 |
| Bhopal-Itarsi (Native state section) | (q) 51·28 |
| The Nizam's Guaranteed State | 330·13 |
| Nagda-Ujjain | (r) 34·32 |
| (v) Petlad-Cambay (Anand-Tarapur section) | (s) 21·50 |
| Petlad-Cambay (Tarapur-Cambay section) | (t) 10·92 |
| Kolar Gold-fields | (u) 9·88 |
| Rajputana-Bhatinda | (v) 147·65 |
| (vi) Jammu and Kashmir (Native state section) | (w) 15·92 |
| Ludhiana-Dhuri-Jakhal | (x) 78·68 |

| | |
|--|--------------------|
| Bengal and North-Western— | |
| Tirhoot section | 518·80 |
| Company's section (i) | (f) 237·04 |
| Rohilkhand and Kumaon (Lucknow-Bareilly section) | (g, h, i) 1,648·36 |
| Rajputana-Malwa | (j) 17·28 |
| Patanpur-Deesa | (k) 1,042·04 |
| Southern Mahratta | (l) 119·50 |
| Guntakal-Mysore frontier | (m) 28·22 |
| (vii) Mysore section (Southern Mahratta) | (n) 16·90 |
| Nigiri | (o) 1,123·13 |
| South Indian | (p) 49·43 |
| Tinnevely-Quilon (Travancore) (British section) | (q) 89·46 |
| Tanjore District Board | (r) 741·08 |
| Assam-Bengal | 1,336·37 |
| Burma | (s) 13·38 |
| Jodhpur-Hyderabad (British section) | |
| Eastern Bengal— | |
| Northern Behar and Kumaon-Dhubri sections (including the Kumaon-Kurigram branch and British section, Cooch Behar-Santabrari extension 3' 6" gauge) | 535·19 |
| Dacca section | (t) 85·32 |
| Cawnpore-Burhwal (Metric gauge line) | (u) 19·00 |
| Deoghar | (v) 4·79 |
| Brahmaputra-Saltanpur | (w) 59·87 |
| Mymensingh-Jamshilpur-Jagannathganj | (x) 53·14 |
| Rohilkhand and Kumaon (Company's section) | (y) 53·92 |
| Bengal Doars | (z) 26·40 |
| (ix) Bengal Doars extensions | 116·56 |
| Dihru-Sadiya | (a) 77·50 |
| Ledo and Tikak-Margherita Colliery | (b) 11·00 |
| Ahmedabad-Parantli | (c) 54·70 |
| Sagauli-Raxaul | (d) 18·69 |
| Ahmedabad-Dholka | (e) 39·50 |
| Noakhali (Bengal) | (f) 31·30 |
| Gaekwar's Mehsana | (g) 92·63 |
| Hyderabad-Gudavari Valley | (h) 391·42 |
| Kolhapur | (i) 29·27 |
| Hindupur (Veerantpur-Mysore frontier) | (j) 51·35 |
| (x) Mysore-Nanjangud | (k) 15·80 |
| Vijapur-Katol-Kadi | (l) 41·61 |
| Shoranur-Cochin | (m) 64·75 |
| Blrur-Shimoga | (n) 37·92 |
| Tinnevely-Quilon (Travancore) (Native state section) | (o) 38·03 |
| Jodhpur-Bikaner | 700·29 |
| Udaipur-Chitor | (p) 67·30 |
| Bhavnagar-Gondal-Junagadh-Forbandar | (q) 334·19 |
| (xi) Jetalsar-Rajkot | (r) 46·21 |
| Jamnagar | (s) 51·22 |
| Dhrangadra | (t) 20·83 |
| West of India Portuguese | (u) 51·11 |
| (xii) Pondicherry | (v) 7·85 |
| Karalkkal-Peralam | (w) 14·65 |

| | |
|--------------------------------------|------------|
| Bengal-Nagpur— | |
| Jodhpur-Gondal extension (3' 6") | 121·63 |
| Rajputana-Dhamtari branch (3' 6") | 56·24 |
| (xiii) Jorhat (3' 0") | 30·00 |
| Nowshera-Durgal (3' 6") | (f) 40·25 |
| Dandot Light (3' 0") | (g) 18·18 |
| (xiv) Khushalgarh-Kohat-Thal (3' 6") | (h) 191·72 |
| Darjeeling-Himalayan (3' 0") | (i) 51·60 |
| Barsi Light (3' 6") | (j) 21·50 |
| Howrah-Amra (3' 0") | (k) 22·00 |
| Howrah-Sheakhala (3' 0") | (l) 19·75 |
| Ranaghat-Krishnagar (3' 6") | (m) 31·12 |
| Tarakeswar-Mogra (3' 6") | (n) 30·10 |
| (xv) Tezpur-Balipara (3' 6") | (o) 28·50 |
| Powayan (3' 0") | (p) 7·76 |
| Thnton-Duytaluk Light (3' 6") | (q) 15·50 |
| Bukhtapur Behar Light (3' 6") | (r) 69·44 |
| Kalka-Simla (3' 6") | (s) 91·50 |
| Gaekwar's Dabhol (3' 6") | (t) 37·37 |
| (xvi) Rajpipla (3' 6") | (u) 28·68 |
| Parlakmeil (3' 6") | (v) 126·14 |
| Gwalior Light (3' 0") | (w) 126·14 |
| (xvii) Cooch Behar (3' 6") | |
| (xviii) Morvi (3' 6") | |

(a) Worked by the South Indian Railway Company.

(b) Worked by the Jodhpur-Bikaner railway.

(c) Excluding 3·66 miles of the Lucknow-Bareilly railway between Delhi and Alshahg but including the length, Bara Banki to Burhwal, 16·77 miles, the length over Cawnpore bridge, 0·59 mile, laid on a mixed gauge.

(d) Worked by the Eastern Bengal State railway.

(e) Worked by the Assam Railways and Trading Company.

(f) Worked by the Bengal and North-Western Railway Company.

(g) Including 4·03 miles of Bhavnagar Dock estates and Junagadh quarry.

(h) Worked by the Bhavnagar-Gondal-Junagadh-Forbandar railway.

(i) Including 3·93 miles of Bedi Bandar Dock estate siding.

(j) Worked by the Rohilkhand and Kumaon Railway Company.

(k) Worked by the Bengal-Nagpur Railway Company.

(l) Includes 30·23 miles between Virangam and Wadhwan converted to 3' 6" gauge on the 14th December 1903.

(m) Including the metric gauge connection 1·81 miles between the Rohilkhand Cantonment and the Bengal and North-Western railway stations at Beacres.

(n) Negotiations are in progress for the purchase of this line by the State.

| | Miles. | Miles. | Miles. |
|--|--------|--------|--------|
| East Indian— | | | |
| Manpur to Hariharpur | 99.79 | | |
| Kanunda to Chandore | 4.18 | | |
| Shikohabad to Farukhabad | 65.82 | 252.26 | |
| Onal to Saluntha | 43.62 | | |
| Kinaria to Hapur | 28.87 | | |
| Bengal-Nagpur— | | | |
| Bhojuli to Parhadhi | 1.45 | | |
| Bhojuli to Hariharpur | 27.90 | 60.78 | |
| Malkera to Mhoda | 5.81 | | |
| Jamadhoba to Haliary | 5.50 | | |
| Madras (North-East line)— | | | |
| Korukkupettai to Basin Road Station | 0.83 | | |
| Sistem-Attur (a) | 38.06 | | |
| Akrai-Delhi Chord | 121.16 | | |
| Akrai-Mangalore Extension | 77.27 | | |
| Great Indian Peninsula (Wardha Coal branch)— | | | |
| Warra to Bellarpur (a) | 37.90 | | |
| North Western— | | | |
| Sargoda to Shortkot Road | 103.00 | | |
| From a point 12 miles South of Quetta to | 82.50 | 216.50 | |
| Nushki | 61.00 | | |
| Hyderabad (Sind) to Badin | 7.62 | | |
| Oudh and Rohilkhand— | | | |
| Allahabad to Phaphaman | 57.50 | 94.62 | |
| Phaphaman to Zafarabad | 19.50 | | |
| Meerut to Hapur | 8.00 | | |
| Eastern Bengal— | | | |
| Panchooria to the Ganges (b) | 75.00 | | |
| Ranachhat to Murshidabad | 8.00 | 105.75 | |
| Murshidabad to Jessanj | 16.50 | | |
| Jessanj to Lalgaia | 2.25 | | |
| Kankurgachi Chord | | | |
| Southern Punjab— | | | |
| Ludhiana to MacLeodganj | | 162.90 | |

| | | | |
|--|--------|--------|--------|
| Bengal and North-Western— | | | |
| Tirhoot section— | | | |
| Sakri to Jalnagar | 30.47 | | |
| Mauli to Bapilahi | 60.01 | | |
| Bettiah to Bagaha | 49.35 | | |
| Shihura to Murliganj | 18.81 | | |
| Balgania to Bikna Thor | 79.55 | 205.03 | |
| Company's section— | | | |
| Uska Bazar to Talsipur | 53.54 | | |
| Galsauri to Jarwa | 12.55 | | |
| Gorakhpur to Bagaha | 60.91 | | |
| Rajputana-Malwa— | | | |
| Rewari to Phulera | | 133.32 | 716.75 |
| Tamil lines (Madras Presidency)— | | | |
| Bellary to Rayadrug | 33.00 | | |
| Hospet to Kottur | 38.10 | 71.10 | |
| South Indian— | | | |
| Trupachettu to Sivaganga | | 9.00 | |
| Tanjore District Board— | | | |
| Adirampattam and Thambikkottai | | | |
| and Arantangi Quarry branch | | 5.53 | |
| Nagiri— | | | |
| Coonoor to Ootacamund | | 11.50 | |
| Borneo— | | | |
| Pegu to Martaban (a) | | 121.27 | |
| Eastern Bengal— | | | |
| Golokanj to the Brahmaputra, opposite Gaubati | 151.62 | 195.67 | |
| Kaunia to Bonarpara | 44.25 | | |
| Rohilkhand and Kumaon (Company's section)— | | | |
| Bareilly to Soron | 58.00 | | |
| M-radabad to Ramnagar | 47.00 | 145.00 | |
| Lakua to Kashipur | 45.00 | | |
| Travancore Quilon (Travancore) (Native state section)— | | | |
| Pondalur to the Frontier of the Travancore State near Shencottah | | 29.95 | |
| Jalpet— | | | |
| Sanganer to Siwal-Madhopur (a) | | 72.85 | |
| Bengal-Nagpur (Jubbulpore-Gondia extension) (a' 6")— | | | |
| Jubbulpore to Nainpur | 68.92 | | |
| Nainpur to Mandla | 21.75 | 131.04 | |
| Sendi to Chindwara | 40.36 | | |
| Tamil lines (Madras Presidency)— | | | |
| Morappur to Dharmapuri (a' 6") | 18.36 | 171.33 | |
| Trupattur to Krishnagiri (a' 6") | 25.43 | 43.79 | |
| North Western— | | | |
| Jullunder to the British frontier (d) | | 0.00 | |
| Bawal (a' 6")— | | | |
| Bawal Town to Pandharpur | 30.67 | | |
| Bawal Town to Tadvai | 26.76 | 57.37 | |
| Nowrah-Amra (a' 6")— | | | |
| Jagatbalahpur to Antpur | 8.58 | | |
| Antpur to Champadanga (a) | 9.08 | 21.00 | |
| Antpur to Rajbulhat (a) | 3.50 | | |
| Dwara-Theria (a' 6")— | | | |
| Theria Ghat to Maolong (a) | 9.00 | | |
| Maolong to Noorpore or Dwara | 13.50 | 19.50 | |
| Madras District Board (a' 6")— | | | |
| Ammayanayakkanur to Kotagudi | 65.00 | | |
| Periyakulam to Krishna Manak's Top | 5.00 | 88.00 | |
| Theni to Karuvannath | 23.00 | | |
| Shahdara-Saharanpur (a' 6")— | | | |
| Shahdara to Saharanpur | 95.00 | 125.00 | |
| Baraut to Meerut | 20.00 | | |
| Baraut-Basirhat (a' 6")— | | | |
| Baraut to Basirhat | | 26.00 | |
| Tarakeshwar Magra (a' 6")— | | | |
| Magra to Tribeni | | 2.15 | |
| Moharhanj (a' 6")— | | | |
| Baripada to Baripada Road | | 22.50 | |
| Gwalior (a' 6")— | | | |
| Gwalior to Sabulgarh | 57.88 | 155.36 | |
| Sabulgarh to Sheopur | 69.00 | 126.86 | |
| North Western— | | | |
| Sultanpur to the British frontier (d) | | 22.02 | |
| Catch (a' 6")— | | | |
| Aajar to Tuna | | 11.86 | |

And the mileage under construction or sanctioned for construction on the 31st March 1904 will be 3,044.42 miles, made up as follows:—

| | Miles. | Miles |
|--|--------|----------|
| 5' 6" gauge— | | |
| (i) State lines worked by companies | 566.34 | |
| (ii) State lines worked by the State | 436.87 | |
| (iii) Assisted companies | 162.90 | |
| | | 1,166.11 |

| | | |
|--|--------|----------|
| 5' 3 1/2" gauge— | | |
| (iv) State lines worked by companies | 716.75 | |
| (v) State lines worked by the State | 195.87 | |
| (vi) Assisted companies | 148.00 | |
| (vii) Lines owned by native states and worked by companies | 29.95 | |
| (viii) Lines owned and worked by native states | 72.85 | |
| | | 1,163.42 |

| | | |
|--|--------|----------|
| Special (2' 6" and 2' 0") gauges— | | |
| (ix) State lines worked by companies | 174.83 | |
| (x) State lines worked by the state | 6.80 | |
| (xi) Assisted companies | 344.02 | |
| (xii) Lines owned by native states and worked by companies | 155.36 | |
| (xiii) Lines owned by native states and worked by state railway agency | 22.02 | |
| (xiv) Lines owned and worked by native states | 11.85 | |
| | | 714.89 |
| TOTAL | | 3,044.42 |

Making a grand total of railways completed and in hand, at the commencement of 1904-1905 of miles 3,018.78

And showing, after allowing for lines abandoned and corrections of mileage, an advance on the previous year of miles 1,230.36

(a) Commencement of work not yet authorised.
(b) Constructed but not worked.

(c) Completion deferred.
(d) Question of gauge not yet finally settled.

• Made up as follows:—

| | |
|---|-----------|
| Completed and in hand at the beginning of 1903-1904 | Miles. |
| Sanctioned during 1903-1904 | 28, 57.42 |
| | 1,281.77 |
| | 30,239.19 |

Deduct—

| | |
|------------------------------|------|
| Abandoned— | |
| Rewah-Sutna | 1.61 |
| South Indian, Marina Loop— | |
| Saidapet to Madras | 8.38 |

Net decrease due to corrections of mileage

| |
|-----------|
| 40.19 |
| 11.22 |
| 51.41 |
| 30,187.78 |

It is expected that the following lengths of unfinished line will be opened for public traffic in 1904-1905:—

| | Miles. | Miles. |
|---|--------|---------------|
| <i>5' 6" gauge—</i> | | |
| (i) State lines worked by companies | 162.85 | |
| (ii) State lines worked by the State | 151.12 | |
| | | 313.97 |
| <i>5' 3½" gauge—</i> | | |
| (iii) State lines worked by the State | 69.25 | |
| (iv) Lines owned by native states and worked by companies | 29.95 | |
| | | 99.20 |
| <i>Special (2' 6") gauge—</i> | | |
| (v) State lines worked by companies | 153.08 | |
| (vi) Assisted companies | 41.65 | |
| | | 194.73 |
| TOTAL | | 607.90 |

Leaving the undermentioned lines for completion in 1905-1906 or later:—

| | Miles. | Miles. |
|---|--------|-----------------|
| <i>5' 6" gauge—</i> | | |
| (vii) State lines worked by companies | 403.49 | |
| (viii) State lines worked by the State | 285.75 | |
| (ix) Assisted companies | 162.90 | |
| | | 852.14 |
| <i>5' 3½" gauge—</i> | | |
| (x) State lines worked by companies | 716.75 | |
| (xi) State lines worked by the State | 126.62 | |
| (xii) Assisted companies | 148.00 | |
| (xiii) Lines owned and worked by native states | 72.85 | |
| | | 1,064.22 |
| <i>Special (2' 6" and 2' 0") gauges—</i> | | |
| (xiv) State lines worked by companies | 21.75 | |
| (xv) State lines worked by the State | 6.80 | |
| (xvi) Assisted companies | 302.37 | |
| (xvii) Lines owned by native states and worked by companies | 155.36 | |
| (xviii) Lines owned and worked by native states | 11.86 | |
| (xix) Lines owned by native states and worked by state railway agency | 22.02 | |
| | | 520.6 |
| TOTAL | | 2,436.52 |

(a) Construction completed.
(b) Commencement of work not yet authorised.
(c) Question of gauge not yet finally settled.
(d) Completion deferred.

| | | |
|---|-------|----------|
| Bengal-Nagpur— | | Miles. |
| Bhojudi to Parthadhi | 45 | |
| Bhojudi to Hariharpur | 27.00 | |
| Mahe to Mhoda | 5.91 | 40.75 |
| Jamadhoba to Balliary | 5.64 | |
| Agra-Delhi Chord | | 121.16 |
| Madras (North-East line)— | | |
| Korukkupet to Basin Road | | 0.31 |
| North Western— | | |
| Hyderabad (Sind) to Badin | 81.00 | |
| Jech Doab, Southern Section— | | |
| Sargoda to mile 46 near Chund | 67.00 | 110.00 |
| (ii) Oudh and Rohilkhand— | | |
| Allahabad to Phaphaman | 7.62 | |
| Meerut to Hapur | 19.50 | 27.12 |
| Eastern Bengal— | | |
| Panchoorla to the Ganges | | (a) 8.00 |
| (iii) Eastern Bengal— | | |
| Golakganj to Sankash | | 25.00 |
| Kaunia to Borsapara | | 47.00 |
| (iv) Tinnevely-Qulion (Travancore) (Native state section)— | | |
| Ponalur to the Frontier of the Travancore State near | | |
| Shencottah | | |
| Bengal-Nagpur (Jubbulpore-Gondia extension) (a) (c) — | | |
| Jubbulpore to Nainpur | 68.03 | |
| Seoni to Chindwara | 40.36 | 108.25 |
| (v) Famine lines (Madras Presidency) — | | |
| Morappur to Dharmapuri (2' 5") | 18.36 | |
| Tirupattur to Krishnagiri (2' 0") | 25.43 | 43.75 |
| Dwara-Therria (2' 0") — | | |
| Dwara or Noorpur to Maolong | | 13.50 |
| (vi) Baraset-Basirhat (2' 0") — | | |
| Baraset to Basirhat | | 26.00 |
| Tarakshwar-Magra (2' 0") — | | |
| Magra to Tribeni | | 21.00 |
| East Indian — | | |
| Shikohabad to Farukhabad | 65.82 | |
| Kasunda to Chandore | 3.16 | |
| Manpur to Hariharpur | 99.70 | 252.06 |
| Ondal to Sainthia | 4.02 | |
| Khurja to Hapur | 23.87 | |
| (vii) Great Indian Peninsula — | | |
| Wardha Coal Branch — | | |
| Warora to Bellary (b) | | 37.00 |
| Salem Attur — | | |
| Salem to Attur (b) | | 36.00 |
| Azhikal-Mangalore extension | | 77.27 |
| North Western — | | |
| From mile 46 near (bund to | | |
| Shorkot Road | 46.00 | |
| From a point 2 miles south of | | |
| Quetta to Nushki | 82.50 | 120.00 |
| (viii) Oudh and Rohilkhand — | | |
| Phaphaman to Zafarabad | | 57.50 |
| Eastern Bengal — | | |
| Kankargachi Chord | 2.25 | |
| Ranaghat to Jeaganj | 81.00 | 99.75 |
| Jeaganj to Lalga | 16.50 | |
| (ix) Southern Punjab — | | |
| Ludhiana to MacLeodganj | | |
| Bengal and North-Western — | | |
| Tichoot section — | | |
| Sakri to Jainagar | 30.47 | |
| Mansa to Bapilani | 66.01 | |
| Bettiah to Bagaha | 49.36 | |
| Sihura to Murliganj | 18.81 | |
| Bairagnia to Bikra Thori | 79.55 | 265.03 |
| Company's section — | | |
| Uska Bazar to Tolaipur | 53.54 | |
| Gaisanri to Jarwa | 12.36 | |
| Gorakhpur to Bagaha | 60.74 | |
| (x) Rajputana-Malwa — | | |
| Rewari to Phulera | | 133.32 |
| Famine lines (Madras Presidency) — | | |
| Bellary to Rayadurg | 33.00 | |
| Hospet to Kottur | 38.10 | 71.10 |
| South Indian — | | |
| Tiruppathetta to Sivaganga | | 9.00 |
| Tanjore District Board — | | |
| Adirampattam and Thambikottai | | |
| Salt slides and Arantangi Quarry | | 5.53 |
| Burma — | | |
| Pegu to Martaban (b) | | 121.77 |
| Nilgiri — | | |
| Coonoor to Ootacamund | | 11.50 |
| (xi) Eastern Bengal — | | |
| Sankosh to the Brahmaputra opposite Gahhat | | |
| (xii) Rohilkund and Kumaon (Company's section) — | | |
| Bareilly to Soron | | 56.00 |
| Moradabad to Ramnagar | | 47.00 |
| Lalkua to Kashipur | | 45.00 |
| (xiii) Jalpur — | | |
| Sanganer to Siwal-Madhupur (d) | | |
| (xiv) Bengal-Nagpur (Jubbulpore-Gondia extension) (2' 6") — | | |
| Nainpur to Mandla | | |
| (xv) North Western — | | |
| Jullundur to the British Frontier (c) | | |
| Bareilly (2' 6") — | | |
| Bareilly Town to Tadwala | 26.70 | |
| Bareilly Town to Paudaharpur | 30.07 | 57.77 |
| Dwara-Therria (2' 6") — | | |
| Meiling to Therria Ghat | | 0.00 |
| Howrah-Amta (2' 0") — | | |
| Jagathallupur to Antpur | 8.50 | |
| Antpur to Chumpadanga (b) | 9.00 | 31.00 |
| Antpur to Rajbulhat (b) | 3.50 | |
| (xvi) Madura District Board (2' 6") — | | |
| Ammayanyakkanur to Kota- | | |
| gudi | 55.00 | |
| Periyakulam to Krishna Man- | | |
| alik's Tope | 5.00 | 60.00 |
| Theol to Karuvanthi | 33.00 | |
| Shandara-Saharanpur (2' 0") — | | |
| Shandara to Saharanpur | 95.00 | 125.00 |
| Baraut to Meerut | 20.00 | |
| (xvii) Moharbanj (2' 0") — | | |
| Baripada to Baripada Road | | 28.50 |
| Gwalior (2' 0") — | | |
| Gwalior to Sheopur | | 150.80 |
| (xviii) Cutch (2' 0") — | | |
| Anjar to Tuna | | |
| (xix) North Western — | | |
| Sultanpur to the British Frontier (c) | | |

APPENDIX IV.

APPEN

COMMERCIAL AND

TABLE I.—MIS

| | 1895-96. | 1896-97. | 1897-98. |
|---|------------------------|--------------------------|---|
| Recorded Revenue compared with recorded expenditure, excluding Capital Expenditure on Public Works not charged against Revenue— | | | |
| Surplus | R 1,53,39,980 | R 1,70,50,220 | R 5,35,92,110 |
| Deficit | R 4,35,88,920 | R 6,42,01,230 | R 5,30,92,250 |
| Capital Expenditure on Public Works not charged against Revenue* | | | |
| Ditto charge involved in Redemption of Liabilities | —586,412 | 5,407,235 | 6,077,779 |
| Net Public Debt incurred | —500,651 | 7,538,228 | 5,651,626 |
| Net Public Debt incurred, including Capital transactions with Guaranteed Railways and other Companies | | | |
| Value of commodities exported, excluding Gold and Silver | 1,14,33,50,000 | 1,03,98,40,000 | 97,63,30,000 |
| Ditto imported, ditto ditto | 72,93,70,000 | 76,11,70,000 | 73,64,70,000 |
| Excess of Exports over Imports, excluding Gold and Silver | 41,39,80,000 | 27,86,70,000 | 23,98,60,000 |
| Net Imports of Gold | 2,52,60,000 | 2,29,10,000 | 4,90,90,000 |
| Ditto of Silver | 6,58,20,000 | 5,85,60,000 | 8,47,30,000 |
| TOTAL NET IMPORTS OF GOLD AND SILVER | 9,10,80,000 | 8,14,70,000 | 13,38,20,000 |
| Excess of Exports over Imports including Gold and Silver | 32,29,00,000 | 19,72,00,000 | 10,60,40,000 |
| Grand Total value of Imports and Exports of all kinds | 2,04,89,90,000 | 1,98,12,30,000 | 1,98,95,90,000 |
| Secretary of State's Bills sold (Rupees) | 31,08,54,373 | 25,78,70,106 | 14,81,28,010 |
| Sterling Equivalent received | 17,064,492 | 15,526,547 | 9,506,077 |
| Silver coined at the Indian Mints | 29,27,130 | 56,86,050 | 98,56,910 |
| Maximum price in pence of an oz. troy. standard Silver in London | 31½ (Feb.) | 31½ (June) | 28½ (Apl.) |
| Minimum ditto ditto ditto | 29½ (Apl.) | 28½ (Mar.) | 23½ (Aug.) |
| Average Exchange upon Secretary of State's Bills sold per rupee | 1s. 1'6381d. | 1s. 2'4505d. | † 1s. 3'3539d. |
| Fixed rate of Exchange for the Adjustment of Transactions between the Indian and Imperial Treasuries | 1s. 1½d. | 1s. 1½d. | 1s. 2½d. |
| Maximum rate of discount on Loans on demand at the Bank of Bengal, Calcutta | 7 (Feb.) | 10 (Dec. 23 to Mar. 31). | 12 (Feb. 24 to Mar. 31). |
| Minimum rate of discount on Loans on demand at the Bank of Bengal, Calcutta | 3 (July 25 to Nov. 13) | 3 (July 2 to Sept. 2). | 5 (July 15 to Sept. 8 & Nov. 25 to Dec. 15) |
| Maximum rate of discount at the Bank of England | 2 | 4 | 3 (Oct. to Mar.) |
| Minimum ditto ditto | 2 | 2 | 2 (May to Sept.) |
| Maximum Government balances at the three Presidency Banks | 4,16,19,000 (May) | 3,91,42,000 (Aug.) | 3,27,96,000 (Mar.) |
| Minimum ditto ditto | 3,00,15,000 (Nov.) | 2,02,19,000 (Nov.) | 2,02,53,000 (Sept.) |
| Maximum price in Calcutta of Government 4 per cent Rupee Securities | ... | ... | ... |
| Minimum ditto ditto | ... | ... | ... |
| Maximum price in Calcutta of Government 3½ per cent Rupee Securities (Guaranteed) | 109—8 (Oct.) | 110—15 (May) | 104—1 (May 21) |
| Minimum ditto ditto | 104—15 (Jan.) | 98—11 (Feb.) | 94—4 (Jan. 7) |
| Maximum price in Calcutta of 3 per cent Rupee Securities | ... | 105 (Aug.) | 97—4 (May & June). |
| Minimum ditto ditto | ... | 97 (Jan. to Mar.) | 90—0 (Jan. to Mar.) |
| Maximum amount outstanding on London Register of Rupee Securities enfaced for Interest Drafts | 25,35,43,000 (Nov.) | 26,64,72,000 (Nov.) | 23,47,80,000 (Apl.) |
| Minimum ditto ditto | 24,05,02,000 (Apl.) | 23,92,57,000 (Mar.) | 21,39,05,000 (Mar.) |
| Maximum price in London of 4 per cent (Rupee) Securities in Gold | ... | ... | ... |
| Minimum ditto ditto | ... | ... | ... |
| Maximum price in London of 3½ per cent (Rupee) Securities in Gold | 65½ (Feb.) | 65½ (Aug.) | 64½ (Jan.) |
| Minimum ditto ditto | 57½ (Apl. & May) | 60 (Oct.) | 60½ (Dec.) |
| Maximum price in London of India 3½ per cent Stock | 120½ (Feb.) | 122½ (Apl.) | 119½ (Aug.) |
| Minimum ditto ditto | 114½ (Apl.) | 114½ (Sept.) | 114½ (Mar.) |
| Maximum price in London of India 3 per cent Stock | 111½ (Feb.) | 115½ (May) | 112½ (May) |
| Minimum ditto ditto | 103½ (May) | 106 (Oct.) | 105 (Mar.) |
| Maximum price in London of India 2½ per cent Stock | ... | 103 (June) | 99½ (Apl.) |
| Minimum ditto ditto | ... | 95½ (Sept.) | 92 (Mar.) |
| Maximum Government Paper Currency outstanding | 32,42,86,000 (July) | 29,58,99,000 (July) | 24,75,40,000 (Mar.) |
| Minimum ditto ditto | 25,94,07,000 (Mar.) | 23,57,85,000 (Feb.) | 22,86,16,000 (May) |
| Number of Post Office Savings Banks | 6,343 | 6,420 | 6,290 |
| Number of accounts in Post Office Savings Banks | 653,892 | 713,320 | 730,387 |
| Amount deposited in Savings Banks | 9,04,23,072 | 9,63,92,411 | 9,28,72,978 |
| Average of each deposit | 138'28 | 135'13 | 127'15 |
| Net addition to deposits | 64,05,149 | 59,09,339 | —35,19,433 |

* Excludes Capital charge involved in redemption of
† In calculating this rate, a re-remittance to India
‡ Excludes remittances of Gold Reserve Fund.
§ Include remittances of the Gold Reserve Fund.
|| Continuing.

DIX IV.

FINANCIAL STATISTICS.

CELLANEOUS.

| 1898-99. | 1899-1900. | 1900-1901. | 1901-1902. | 1902-03. | 1903-1904. Revised. | 1904-1905. Budget. |
|-------------------------------|---|-----------------------------------|---|-------------------------|--|-----------------------|
| 2,640,873 | £ 2,774,623 | £ 1,670,204 | £ 4,950,243 | £ 3,069,549 | 2,711,200 | 918,700 |
| 3,279,316 | £ 4,093,159 | £ 4,040,958 | £ 4,071,152 | £ 5,128,192 | 5,208,600 | 7,143,700 |
| 2,553,052 | £ —121,298 | £ 5,924,350 | £ 2,582,283 | £ 1,039,655 | 2,146,600 | 3,411,200 |
| 1,169,161 | £ —787,763 | £ 12,173,251 | £ 3,207,898 | £ 1,414,781 | 222,500 | 4,531,100 |
| 12,80,00,000 | 1,09,08,30,000 | 1,07,71,80,000 | 1,24,89,50,000 | 1,29,39,60,000 | | |
| 72,10,20,000 | 75,30,40,000 | 80,89,50,000 | 88,78,00,000 | 85,81,90,000 | | |
| 40,69,80,000 | 33,77,90,000 | 26,82,30,000 | 36,11,50,000 | 43,57,70,000 | | |
| 6,50,30,000 | 9,44,00,000 | 84,20,000 | 1,93,80,000 | 8,76,40,000 | | |
| 3,08,10,000 | 3,57,70,000 | 9,50,70,000 | 7,19,30,000 | 6,95,70,000 | | |
| 104,840,000 | 13,01,70,000 | 10,34,90,000 | 9,13,10,000 | 15,72,10,000 | | |
| 30,21,40,000 | 20,76,20,000 | 16,47,40,000 | 26,98,40,000 | 27,85,60,000 | | |
| 10,20,80,000 | 2,13,31,80,000 | 2,27,41,70,000 | 2,45,74,86,000 | 2,50,25,20,000 | | |
| 88,07,63,671 | 28,48,00,943 | 19,98,37,693 | \$27,83,01,050 | \$27,74,67,265 | \$35,43,15,000 | 24,75,00,000 |
| 18,692,377 | 19,067,022 | 13,300,277 | \$18,539,071 | \$18,499,947 | \$23,700,000 | 10,500,000 |
| 69,83,650 | 2,22,59,751 | 17,26,48,724 | 5,13,47,732 | 11,38,94,848 | 14,07,07,090 | |
| 28½ (Sept.) | 29 (Apl.) | 30½ (Oct.) | 27½ (Apl.) | 24½ (April) | (for 11 months) | |
| 25½ (Apl.) | 26½ (Oct.) | 27½ (Apl.) | 24½ (Mar.) | 21½ (Nov. & Jan.) | 28½ (Oct.) | |
| 12 39784d. | 12 40676d. | 12 39733d. | 12 39876d. | 12 40018d. | 22½ (Apl.) | |
| 12 3½d. | 12 4d. | 12 4d. | 12 4d. | 12 4d. | 12 40535d. | 12 4d. |
| 12 (Apl. 1-27) | 8 (Oct. 17 to 25 and Jan. 11 to Mar. 14). | 8 (Feb. 7 to Mar. 20). | 8 (Feb. 12 to Mar. 26) | 8 (Feb. 19 to Mar. 25) | 7 (From 21st Jan. to 9 Mar.) | |
| 4 (July 28 to Sept. 7). | 4 (July 6 to Sept. 13). | 3 (July 5 to Aug. 8). | 3 (July 18 to Aug. 21) | 3 (July 10 to Oct. 14). | 3 (Aug. 27 to Dec. 9.) | |
| 1 (Apl. and May Oct. to Jan.) | 6 (Nov. 30 to Jan. 10). | 5 (Jan. 3 to Feb. 1). | 4 (Apl. to June 5 and Nov. to Jan. 22). | 4 (Oct. 2 to Mar. 31). | 4 (Apl. 1 to May 20 and Sept. 3 to March). | |
| 1 (July to Sept.) | 3 (Apl. to July 12). | 3 (June 14 to July 18). | 3 (June 13 to Oct. 30, and Feb. 6 to Mar. 31). | 3 (Apl. 1 to Oct. 1). | 3 (June 18 to Sept. 2). | |
| 12,13,000 (Aug.) | 4,16,05,000 (June) | 3,31,13,000 (Jan.) | 3,38,00,000 (June) | 3,60,28,000 (Dec.) | 3,52,12,000 (Apl.) | |
| 7,74,000 (Nov.) | 2,58,60,000 (Nov.) | 2,59,78,000 (Nov.) | 2,93,82,000 (Mar.) | 3,06,74,000 (Oct.) | 2,70,24,000 (Nov.) | |
| ... | ... | ... | ... | ... | ... | |
| 11-11 (Feb. 22) | 101-9 (May 3 and 4 and 25 to 27). | 97-12 (Oct. 24) | 97-7 (Aug. 15) | 99-9 (May 17) | 99-7 (Apl. 27 & 28) | |
| 10 (Apl. 22) | 92-4 (Oct. 6) | 93-11 (July 28) | 94-7 (May 11) | 96-12 (Apl. 28 & 3) | 94-10 (Jan. 9) | |
| 1 (Mar. 15 to 22). | 95-8 (May 15 to 29). | 89 (5 and 6 Apl. and 1 to 9 May). | 87-0 (Apl. 1 to May 8). | 87-8 (Mar. 30) | 87-8 (Apl. 1) | |
| 10 (Nov. 16 to 17). | 88 (Mar. 13 and 14, 19, 20 and 22 to 31). | 85-12 (Feb. 4 to Mar. 25). | 83-0 (Jan. 11 to Feb. 1 and Mar. 8 to Mar. 31). | 82-12 (Apl. 1 & 2) | 85-4 (From Feb. 8 continuing.) | |
| 10,37,000 (Oct.) | 21,36,32,000 (Apl.) | 22,25,04,000 (Sept.) | 22,34,60,000 (Apl.) | 20,28,92,000 (Apl.) | 18,61,10,000 (Apl.) | |
| 10,46,000 (Aug.) | 20,28,73,000 (Aug.) | 20,84,80,000 (Sept.) | 20,23,05,000 (Dec.) | 18,63,35,000 (Mar.) | 17,05,01,000 (Jan.) | |
| ... | ... | ... | ... | ... | ... | |
| 10 (Mar.) | 67½ (Apl.) | 65 (Nov.) | 64½ (Feb.) | 66½ (Feb. & Mar.) | 66½ (Sept.) | |
| 10 (Oct. and Nov.) | 62 (Oct. and Dec.) | 62½ (July) | 63 (July) | 64½ (Apl. & June) | 64 (Jan. & Feb.) | |
| 11 (Mar.) | 116½ (Apl.) | 111½ (Apl.) | 109½ (Aug.) | 110½ (June) | 108½ (July) | |
| 10 (Feb.) | 104½ (Dec.) | 105 (July) | 106½ (July) | 105½ (Mar.) | 102 (Jan.) | |
| 10 (Oct.) | 109½ (Aug.) | 103½ (Apl.) | 102 (June) | 102½ (June) | 100½ (May) | |
| 10 (Mar.) | 98½ (Dec.) | 95 (Aug.) | 97½ (Oct.) | 98½ (Mar.) | 94 (Jan.) | |
| 10 (Oct.) | 99½ (Apl.) | 90½ (May) | 87 (Apl.) | 90½ (June) | 85½ (Apl.) | |
| 10 (Mar.) | 85 (Dec.) | 85 (Aug.) | 84½ (Dec.) | 84½ (Mar.) | 79 (Jan.) | |
| 10,33,000 (Mar.) | 29,27,12,000 (July) | 30,78,41,000 (July) | 31,85,96,000 (Oct.) | 35,72,36,000 (Mar.) | 37,69,91,000 (Aug.) | |
| 10,55,000 (May) | 26,26,32,000 (Dec.) | 27,89,64,000 (Apl.) | 27,67,80,000 (Feb.) | 31,24,79,000 (Apl.) | 33,94,09,000 (Apl.) | |
| 6,310 | 6,479 | 6,636 | 7,053 | 7,075 | | |
| 755,871 | 785,729 | 816,651 | 866,693 | 922,353 | | |
| 124,73 | 9,64,64,466 | 10,04,32,569 | 10,68,21,233 | 11,42,15,534 | | |
| 10,07,003 | 122,77 | 122,98 | 123,25 | 123,3 | | |
| | 21,84,425 | 39,68,103 | 63,88,664 | 73,94,301 | | |

10,000,000 by means of Bank drafts is taken into account.

APPENDIX IV—continued.

COMMERCIAL AND FINANCIAL STATISTICS.

Table II.—Statement showing the true financial results to the Revenues of India of guarantee of interest upon the Capital of Guaranteed Railway Companies.

(Omitting 000 in rupee figures and 00 in sterling figures, except in accounts.)

| | ACCOUNTS. | | | | | Revised Estimate, 1903-1904. | By Estimate 1904 |
|---|-------------|-------------|-------------|-------------|-------------|------------------------------|------------------|
| | 1898-99. | 1899-1900. | 1900-1901. | 1901-1902. | 1902-1903. | | |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | M |
| Open mileage at end of official year . | 2,588 | 2,612 | 1,305 | 1,334 | 1,349 | 1,409 | |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | |
| Gross traffic receipts | 6,38,10,069 | 6,26,01,464 | 3,78,25,951 | 2,65,89,776 | 2,82,66,517 | 2,95,90 | |
| Working expenses | 3,29,83,339 | 3,39,93,236 | 1,80,72,459 | 1,28,64,943 | 1,40,73,782 | 1,53,83 | |
| Percentage of working expenses on receipts | 51.69 | 54.30 | 47.78 | 48.38 | 49.79 | 51.99 | |
| Net Revenue . | 3,08,26,730 | 2,86,08,228 | 1,97,53,492 | 1,37,24,833 | 1,41,92,735 | 1,42,07 | |
| Guaranteed Interest paid in England £ | 2,162,525 | 2,172,336 | 1,589,417 | 1,009,544 | 1,026,892 | 1,032,8 | |
| Ditto converted at Rs. 15 = £1 from 1898-99 | 3,24,37,876 | 3,25,85,042 | 2,38,41,249 | 1,51,43,168 | 1,54,03,371 | 1,54,92 | |
| Guaranteed interest paid in India plus interest on overdrawn Capital . | 82,089 | 1,28,387 | 1,22,657 | 1,04,551 | 1,24,895 | 2,28 | |
| Surplus paid to Railway Companies . | 36,18,447 | 42,03,949 | 25,81,739 | 23,16,119 | 13,33,564 | 15,00 | |
| Land and Supervision | 3,63,890 | 9,47,051 | —16,263 | —1,00,580 | —95,196 | 19 | |
| Net loss on receipts and disbursements of Capital in India at the contract rates of exchange instead of at the average yearly rates obtained for the Secretary of State's bills | 18,16,734 | 21,01,940 | 97,052 | —2,80,239 | 3,59,811 | —9,22 | |
| Total Expenditure . | 3,83,19,036 | 3,99,66,369 | 2,66,26,434 | 1,71,83,019 | 1,71,26,445 | 1,63,17 | |
| Net Expenditure from the Public Treasury | 74,92,306 | 1,13,58,141 | 68,72,942 | 34,58,186 | 29,33,710 | 21,10 | |

APPENDIX IV—continued.

COMMERCIAL AND FINANCIAL STATISTICS.

Table III.—Capital expenditure on State Railways in 1902-1903, and estimated expenditure on such works in 1903-1904 and 1904-1905, and to end of 1904-1905.

| RAILWAYS. | To end of 1901-1902. | Accounts, 1902-1903. | Revised Estimate, 1903-1904. | Budget Estimate, 1904-1905. | To end of 1904-1905. | Sanctioned outlay. | Balance remaining unspent. |
|---|-------------------------|-------------------------|------------------------------------|-----------------------------------|-------------------------|-----------------------|----------------------------------|
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| OPEN LINES. | | | | | | | |
| Indian | 30,84,30,800 | 1,30,96,937 | 1,37,50,000 | 1,57,50,000 | 35,13,27,746 | 35,13,27,746 | ... |
| Madras-Matwa System | 15,40,44,015 | 24,51,766 | 16,70,000 | 18,00,000 | 15,90,65,781 | 15,90,65,781 | ... |
| Madras-Deesa | 2,33,264 | 3,863 | ... | ... | 2,37,127 | 2,37,127 | ... |
| Madras-Colliery | 26,91,062 | 2,72,803 | 1,74,000 | 2,00,000 | 33,37,865 | 33,37,865 | ... |
| Madras | 15,99,886 | 73,003 | 46,000 | 25,000 | 14,55,813 | 14,55,813 | ... |
| Madras | 7,69,12,324 | ... | ... | ... | 7,69,12,324 | 7,69,12,324 | ... |
| Madras | 9,05,098 | 834 | 1,000 | 1,000 | 9,02,264 | 9,02,264 | ... |
| Madras Bengal | 11,76,66,152 | 51,08,405 | 49,15,000 | 52,74,000 | 13,29,63,557 | 13,29,63,557 | ... |
| Madras | 4,68,65,177 | 31,55,242 | 10,50,000 | 15,00,000 | 5,25,70,419 | 5,25,70,419 | ... |
| Madras and Rohilkhand | (d) 19,16,56,595 | 45,81,534 | 33,85,000 | 28,08,000 | 20,25,21,129 | 20,25,21,129 | ... |
| Madras-Bareilly | 51,21,139 | ... | ... | ... | 51,21,139 | 51,21,139 | ... |
| Madras-Western | 46,71,09,975 | 66,03,425 | 27,40,000 | 76,55,000 | 48,41,08,400 | 48,41,08,400 | ... |
| Madras-Mysore frontier | 50,02,583 | 2,657 | 5,000 | 24,000 | 59,34,240 | 59,34,240 | ... |
| Madras-Indian | 9,60,84,003 | 1,88,948 | 5,00,000 | 12,00,000 | 9,79,72,951 | 9,79,72,951 | ... |
| Madras-Mutpet | 15,26,453 | 8,20,726 | 4,00,000 | 3,19,000 | 30,66,179 | 30,66,179 | ... |
| Madras-Hyderabad (British-Section) | 39,86,593 | 58,141 | 3,000 | 8,000 | 40,55,734 | 40,55,734 | ... |
| Madras-Operations | 1,19,187 | ... | ... | ... | 1,19,187 | 1,19,187 | ... |
| Madras-Railway Reserve Material | 43,45,542 | 43,548 | 10,000 | ... | 43,99,130 | 43,99,130 | ... |
| Madras-Railway Reserve Material | 2,95,883 | 7,243 | ... | ... | 2,88,641 | 2,88,641 | ... |
| Madras-Indian Peninsula | (c) 11,04,11,537 | 16,97,267 | 32,66,000 | 1,00,00,000 | 12,53,74,804 | 12,53,74,804 | ... |
| Madras-Coast-Northern Section | 3,09,29,430 | ... | ... | ... | 3,09,29,430 | 3,09,29,430 | ... |
| Madras-Railway-North-East Line | 6,06,57,453 | 8,72,540 | 26,50,000 | 20,00,000 | 6,61,79,993 | 6,61,79,993 | ... |
| Madras-Extension | 11,56,841 | 5,814 | 15,000 | 3,000 | 11,80,655 | 11,80,655 | ... |
| Madras-Railway | ... | 35,41,940 | 3,000 | 3,60,000 | 39,04,940 | 39,04,940 | ... |
| Madras-Bihar | ... | ... | ... | 60,00,000 | 60,00,000 | 60,00,000 | ... |
| Madras-Krishnagar | ... | ... | ... | ... | ... | ... | ... |
| Madras-Rakaul | ... | ... | ... | ... | ... | ... | ... |
| Madras-Sultanpur | ... | ... | ... | ... | ... | ... | ... |
| TOTAL | 1,68,86,51,041 | 4,27,24,477 | 3,44,89,000 | 5,49,65,000 | 1,82,08,20,518 | 1,82,08,20,518 | ... |
| Lines UNDER CONSTRUCTION. | | | | | | | |
| Madras-Bengal (Construction) | 5,74,95,276 | 74,44,084 | 36,36,000 | 19,94,000 | 7,05,69,360 | 12,02,39,000 | 4,30,04,646 |
| Madras-Ditto (Land) | 36,57,170 | 176 | 12,000 | 6,000 | 36,74,994 | ... | ... |
| Madras-Ditto (Chittagong Jetties) | 6,62,562 | 6,62,562 | ... | ... | ... | ... | ... |
| Madras-Dob (Northern Section) | 1,55,914 | 1,54,240 | 2,02,000 | ... | 19,00,408 | 25,70,000 | 6,69,592 |
| Madras-Ditto (Southern Section) | ... | ... | 8,68,000 | 23,00,000 | 31,68,000 | 71,60,000 | 39,92,000 |
| Madras-Dargai | 20,55,619 | 3,35,400 | 1,16,000 | ... | 25,07,019 | 27,03,000 | 2,95,981 |
| Madras-Pamban | 47,77,740 | 12,41,366 | 6,53,000 | 1,56,000 | 68,28,106 | 68,90,000 | 61,894 |
| Madras-Extensions | ... | ... | 18,18,000 | 50,00,000 | 68,18,000 | 1,14,48,000 | 46,30,000 |
| Madras-Royadrag | (a) 7,396 | 8,000 | 8,74,000 | 40,000 | 9,29,405 | 8,33,000 | 90,405 |
| Madras-Kottur | (a) 8,539 | 7,665 | 3,08,000 | 13,00,000 | 16,24,204 | 10,37,000 | 5,87,204 |
| Madras-Krishnagiri | (a) 11,043 | 5,524 | 4,35,000 | 4,70,000 | 9,21,567 | 8,88,000 | 33,567 |
| Madras-Dharmapuri | (a) 4,135 | 3,177 | 2,50,000 | 3,96,000 | 6,93,312 | 7,05,000 | 11,688 |
| Madras-the line from Tiljola to Dum-Dum (E. B. Railway) | 1,25,629 | 2,59,443 | ... | ... | 3,85,072 | 35,34,000 | 31,48,928 |
| Madras-Extensions to Chitpore (E. B. Railway) | 17,16,734 | 7,07,594 | 4,43,000 | 3,00,000 | 31,67,328 | 29,45,000 | 2,22,328 |
| Madras-Dhubri Extension | 55,02,282 | 5,28,012 | 1,41,000 | 1,50,000 | 63,21,294 | 62,87,000 | 34,294 |
| Madras-Bonarpur | ... | ... | 8,50,000 | 10,00,000 | 18,50,000 | 21,69,000 | 3,19,000 |
| Madras-Hoshiarpur | 14,531 | ... | ... | ... | 14,531 | 15,000 | 469 |
| Madras-Ferozpur | 28,311 | ... | ... | ... | 28,311 | 29,000 | 689 |
| Madras-Delhi Chord | (b) 1,39,700 | 17,90,416 | 45,19,000 | 39,60,000 | 1,04,09,116 | 99,76,000 | 13,33,116 |
| Madras-Fyzabad | 6,28,843 | 53,34,749 | 17,52,000 | 6,75,000 | 83,90,592 | 1,17,09,000 | 4,78,408 |
| Madras-Bridge (Allahabad-Fyzabad) | ... | ... | 24,37,000 | 4,03,000 | 28,40,000 | ... | ... |
| Madras-Quilon-British Section | 26,85,706 | 6,36,296 | 6,36,000 | 3,06,000 | 42,64,002 | 45,06,000 | 2,41,998 |
| Madras-Ditto-Native State Section | 50,81,337 | 31,22,750 | 25,01,000 | 3,30,000 | 1,10,35,087 | 1,12,66,000 | 2,30,013 |
| Madras-Kohat-Ihal | 32,25,698 | 22,49,205 | 3,94,000 | 62,000 | 59,30,903 | 67,59,000 | 8,28,097 |
| Madras-Mangalore | (a) 38,085 | 3,52,690 | 3,21,000 | 50,00,000 | 86,08,775 | 1,29,95,000 | 43,86,225 |
| Madras-Loop | ... | 5,300 | 5,000 | ... | 300 | ... | 300 |
| Madras-Gauhati | ... | 72,531 | 14,35,000 | 10,23,000 | 25,30,581 | 92,31,000 | 67,00,419 |
| Madras-Bahadabad Branch | (a) 69,007 | 6,28,435 | 40,00,000 | 37,51,000 | 84,48,442 | 96,55,000 | 12,06,558 |
| Madras-Koorgachi Chord | ... | 2,87,670 | 5,25,000 | 4,10,000 | 12,22,670 | ... | ... |
| Madras-the line between Canal Junction and Kankoorachi | ... | 42,867 | 2,36,000 | 3,76,000 | 6,54,867 | ... | ... |
| Madras-Bahadabad-Dholka (Earthwork, etc.) | ... | 59,900 | ... | ... | 59,900 | 60,000 | 100 |
| Madras-Nushki | (a) 74,192 | 7,26,111 | 25,89,000 | 27,35,000 | 61,24,303 | 70,06,000 | 8,81,697 |
| Madras-Phulera | ... | ... | 11,68,000 | 28,00,000 | 39,68,000 | 53,25,000 | 13,56,000 |
| Madras-Sind Extension | ... | ... | 17,80,000 | 18,61,000 | 36,41,000 | 33,77,000 | 2,64,000 |
| Madras-Koorgachi Extension | ... | ... | ... | 10,00,000 | 10,00,000 | 21,45,000 | 11,45,000 |
| TOTAL | 8,81,63,449 | 2,67,29,000 | 3,78,28,000 | 3,78,04,000 | 19,05,26,449 | 26,39,58,000 | 7,34,31,551 |
| Carried forward | 1,77,68,16,490 | 6,94,53,477 | 7,23,17,000 | 9,27,69,000 | 2,01,13,55,967 | 2,08,47,87,518 | 7,34,31,551 |

(a) Survey outlay brought on to the construction account during 1902-1903.

(b) Includes Rs. 38,173 on account of survey outlay brought on.

(c) Includes Rs. 9,72,065 on account of outlay on Berar Railways brought on.

(d) Includes Rs. 2,443 on account of survey outlay brought on.

APPENDIX IV—continued.

COMMERCIAL AND FINANCIAL STATISTICS.

Table III.—Capital expenditure on State Railways in 1902-1903, and estimated expenditure on such works in 1903-1904 and 1904-1905, and to end of 1904-1905—concluded.

| RAILWAYS. | To end of 1901-1902. | Accounts, 1902-1903. | Revised Estimate, 1903-1904. | Budget Estimate, 1904-1905. | To end of 1904-1905. | Sanctioned outlay. | Balance remaining unspent. |
|---|-------------------------|-------------------------|------------------------------------|-----------------------------------|-------------------------|-----------------------|----------------------------------|
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Brought forward | 1,77,68,16,490 | 6,94,53,477 | 7,23,17,000 | 9,27,69,000 | 2,01,13,55,967 | 2,08,47,87,518 | 7,34,31,518 |
| Lines in advance or transferred to Companies, etc. | | | | | | | |
| Ranaghat-Bhagwangola | 3,02,450 | ... | ... | ... | 3,02,450 | 3,02,450 | ... |
| Southern Mahratta (Depreciation on works, etc.) | 5,27,071 | ... | ... | ... | 5,27,071 | 5,27,071 | ... |
| Bollary-Kistna | 1,65,78,416 | ... | ... | ... | 1,65,78,416 | 1,65,78,416 | ... |
| Bilaspur-Bilawab | 75,132 | ... | ... | ... | 75,132 | 75,132 | ... |
| Vizagapatam-Raipur | 2,45,035 | ... | ... | ... | 2,45,035 | 2,45,035 | ... |
| Nagpur-Chhattingarh Depreciation Account | 6,57,038 | ... | ... | ... | 6,57,038 | 6,57,038 | ... |
| Umaria Colliery | 1,82,672 | ... | ... | ... | 1,82,672 | 1,82,672 | ... |
| TOTAL | 1,85,67,814 | ... | ... | ... | 1,85,67,814 | 1,85,67,814 | ... |
| Stores | 7,36,040 | —1,49,195 | ... | ... | 5,87,745 | 5,87,745 | ... |
| Reserve | ... | ... | ... | 44,10,000 | 44,10,000 | 44,10,000 | ... |
| TOTAL | 1,79,61,21,244 | 6,93,04,282 | 7,23,17,000 | 9,71,79,000 | 2,03,49,21,526 | 2,10,83,53,077 | 7,34,31,518 |
| Distributed as under— | | | | | | | |
| CAPITAL EXPENDITURE ON PUBLIC WORKS (not charged to Revenue) — | | | | | | | |
| State Railways—Construction * | 1,05,16,94,456 | 6,84,60,015 | 7,00,11,000 | 9,46,55,000 | 1,28,78,20,471 | 1,28,78,20,471 | ... |
| Redemption of Liabilities † | 59,20,83,646 | ... | ... | ... | 59,20,83,646 | 59,20,83,646 | ... |
| FAMINE RELIEF AND INSURANCE— | | | | | | | |
| Protective Railways | 7,24,12,846 | 24,375 | 19,07,000 | 22,06,000 | 7,65,50,221 | 7,65,50,221 | ... |
| CONSTRUCTION OF RAILWAYS (charged against Revenue in addition to that under Famine Insurance) | 5,45,35,712 | ... | ... | ... | 5,45,35,712 | 5,45,35,712 | ... |
| CONSTRUCTION OF RAILWAYS (charged to Provincial or Local Revenues) | 88,30,796 | 8,19,892 | 3,99,000 | 3,18,000 | 1,03,67,688 | 1,03,67,688 | ... |
| OTHER EXPENDITURE charged against Revenue | 1,35,63,783 | ... | ... | ... | 1,35,63,788 | 1,35,63,788 | ... |
| TOTAL AS ABOVE | 1,79,61,21,244 | 6,93,04,282 | 7,23,17,000 | 9,71,79,000 | 2,03,49,21,526 | | |

* INCLUDES DEBENTURES RAISED BY COMPANIES—

| | | | | | |
|--------------------------------|--------------------|--------------------|------------|--------------------|---------------------|
| East Indian Railway | 6,73,81,519 | 1,95,50,111 | ... | 1,80,00,000 | 10,69,51,930 |
| South Indian Railway | 1,50,57,137 | ... | ... | 67,50,000 | 2,18,97,237 |
| Great Indian Peninsula Railway | ... | ... | ... | ... | ... |
| TOTAL | 8,14,38,756 | 1,95,50,111 | ... | 2,47,50,000 | 12,87,39,167 |

| | |
|--------------------------------|---------------------|
| † East Indian Railway | 18,05,98,229 |
| Eastern Bengal Railway | 2,35,46,757 |
| Oudh and Rohilkhand Railway | 15,50,40,735 |
| North Western Railway | 7,36,74,320 |
| South Indian Railway | 7,03,88,335 |
| Great Indian Peninsula Railway | 8,88,35,250 |
| TOTAL | 59,20,83,646 |

APPENDIX IV—continued.

COMMERCIAL AND FINANCIAL STATISTICS.

Table IV.—Capital Expenditure on Irrigation—Major Works, in 1902-1903, and estimated expenditure on such works in 1903-1904 and 1904-1905, and to the end of 1904-1905.

| | Actual outlay to end of 1901-1902. | Accounts, 1902-1903. | Revised Estimate, 1903-1904. | Budget Estimate, 1904-1905. | Total Actual and estimated outlay to end of 1904-1905. | Sanctioned estimate. | Balance of sanctioned estimate remaining to be spent. |
|---|--|-------------------------|------------------------------------|-----------------------------------|--|-------------------------|---|
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| IRRIGATION WORKS. | | | | | | | |
| CAPITAL EXPENDITURE NOT CHARGED TO REVENUE. | | | | | | | |
| <i>Burma.</i> | | | | | | | |
| Andalay Canal | 39,89,500 | 6,15,510 | 4,02,000 | 1,64,000 | 51,71,010 | 46,06,719 | ... |
| Mebo Canal | 9,03,459 | 10,75,839 | 10,42,000 | 8,86,000 | 39,07,298 | 46,28,060 | 7,20,762 |
| Canals | ... | ... | 65,000 | 5,00,000 | 5,65,000 | 42,63,836 | 36,98,836 |
| <i>Bengal.</i> | | | | | | | |
| Canals | 2,58,94,319 | 36,332 | 38,000 | 17,000 | 2,59,85,651 | ... | ... |
| Alnapur Canal | 82,90,288 | 2,309 | 1,000 | ... | 82,93,597 | ... | ... |
| Chili Tidal Canal | 25,51,641 | ... | ... | ... | 25,51,641 | ... | ... |
| Canals | 2,58,24,169 | —1,618 | —11,000 | ... | 2,58,11,551 | ... | ... |
| <i>United Provinces.</i> | | | | | | | |
| Canals | 2,84,13,792 | 2,11,446 | 9,82,000 | 8,36,000 | 3,04,43,238 | ... | ... |
| Ganges Canal | 3,37,83,829 | 29,406 | 2,00,000 | 4,27,000 | 3,44,40,235 | ... | ... |
| Ditto Fatehpur Branch | 31,09,554 | 83,278 | 76,000 | 59,000 | 33,27,832 | ... | ... |
| Canal | 89,91,848 | 2,18,575 | 2,71,000 | 3,25,000 | 98,06,423 | ... | ... |
| Western Jumna Canal | 38,42,593 | 1,72,946 | 3,01,000 | 3,03,000 | 46,19,539 | ... | ... |
| <i>Punjab.</i> | | | | | | | |
| Western Jumna Canal (including Ghara Branch) | 1,64,22,091 | 29,482 | 34,000 | 42,000 | 1,65,27,573 | ... | ... |
| Doab Canal | 1,84,57,372 | 4,26,738 | 1,53,000 | 2,30,000 | 1,92,67,110 | ... | ... |
| Ind Canal (State outlay) | 2,32,92,835 | 1,63,347 | 1,33,000 | 2,62,000 | 2,38,51,182 | ... | ... |
| Canal | 2,50,11,448 | 9,32,003 | 5,02,000 | 12,52,000 | 2,85,97,451 | ... | ... |
| Canal | 92,65,783 | 19,58,103 | 17,90,000 | 26,97,000 | 1,57,10,886 | (a) 1,40,00,213 | ... |
| <i>Madras.</i> | | | | | | | |
| Avary Delta System | 1,13,90,202 | 61,593 | 1,54,000 | 2,35,000 | 1,18,40,795 | ... | ... |
| Canal Delta System | 1,30,72,953 | 3,73,833 | 3,43,000 | 3,53,000 | 1,41,42,786 | ... | ... |
| Coimbatore River Canals System | 51,24,898 | 1,65,301 | 1,00,000 | 1,03,000 | 54,93,199 | ... | ... |
| Project | 85,99,921 | 85,060 | 2,27,000 | 2,14,000 | 91,25,981 | ... | ... |
| <i>Bombay.</i> | | | | | | | |
| Canal | 22,22,892 | 2,94,076 | 59,000 | 11,000 | 25,86,968 | ... | ... |
| Canal | 10,57,544 | ... | ... | ... | 10,57,544 | ... | ... |
| Western Nara Works | 60,64,351 | 1,16,359 | 1,40,000 | 1,02,000 | 64,22,717 | ... | ... |
| Canal | 78,05,921 | 2,86,692 | 1,71,000 | 34,000 | 82,97,613 | ... | ... |
| Canals | 64,78,120 | 1,08,922 | 3,19,000 | 1,87,000 | 70,93,042 | ... | ... |
| Other projects | 3,62,18,356 | 12,54,933 | 10,41,000 | 35,39,000 | 4,20,53,289 | ... | ... |
| Outlay incurred from Ordinary Revenues | 33,75,79,686 | 87,00,465 | 85,33,000 | 1,27,78,000 | 36,75,91,151 | ... | ... |
| TOTAL | 5,63,50,141 | 2,37,607 | 4,15,000 | 2,78,000 | 5,72,80,748 | ... | ... |
| PROTECTIVE IRRIGATION WORKS. | 28,12,29,545 | 84,62,858 | 81,18,000 | 1,25,00,000 | 31,03,10,403 | ... | ... |
| <i>Central Provinces.</i> | | | | | | | |
| Aranda Tank | ... | 24,843 | 1,24,000 | 25,000 | 1,73,843 | 1,77,234 | 3,391 |
| Aranda Tank | ... | ... | 62,000 | 44,000 | 1,06,000 | 2,53,299 | 1,47,290 |
| Aranda Tank | ... | ... | 1,24,000 | 75,000 | 1,99,000 | 6,18,301 | 4,19,301 |
| Aranda Tank | ... | ... | 62,000 | 44,000 | 1,06,000 | 2,22,219 | 1,10,219 |
| <i>Bengal.</i> | | | | | | | |
| Canal | 1,12,127 | 83,572 | 78,000 | 35,000 | 3,08,699 | (b) 3,00,746 | ... |
| Canal | 3,27,780 | 2,86,993 | 2,71,000 | 4,00,000 | 12,85,773 | (a) 40,50,375 | 27,64,603 |
| <i>United Provinces.</i> | | | | | | | |
| Canal | 42,88,040 | 30,964 | 1,22,000 | 2,12,000 | 46,53,004 | ... | ... |
| Canal | ... | ... | 6,000 | 7,66,000 | 7,72,000 | 36,74,729 | 29,02,729 |
| <i>North-West Frontier Province.</i> | | | | | | | |
| River Canal | 39,90,298 | 28,472 | 32,000 | 1,00,000 | 41,50,770 | ... | ... |
| <i>Madras.</i> | | | | | | | |
| Project | 44,39,121 | 57,697 | 40,000 | 58,000 | 45,94,818 | ... | ... |
| <i>Bombay.</i> | | | | | | | |
| Canal | 53,58,042 | 2,499 | 7,000 | 12,000 | 53,79,541 | ... | ... |
| Other projects | 33,77,931 | 9,06,088 | 12,10,000 | 17,29,000 | 72,23,019 | ... | ... |
| Outlay incurred from Ordinary Revenues | 2,18,93,339 | 14,21,128 | 21,38,000 | 35,00,000 | 2,89,52,467 | ... | ... |
| TOTAL | 28,93,110 | ... | ... | ... | 28,93,110 | ... | ... |
| GRAND TOTAL | 1,90,00,229 | 14,21,128 | 21,8,000 | 35,00,000 | 2,60,59,357 | ... | ... |
| | 30,02,29,774 | 98,83,986 | 1,02,56,000 | 1,60,00,000 | 33,63,69,760 | ... | ... |

(a) Figure intimated to Secretary of State in Despatch No. 4 P. W., dated 18th February 1904.
(b) Includes supplementary and Revised Estimates sanctioned by the Government of India.

APPENDIX IV—continued.

COMMERCIAL AND FINANCIAL STATISTICS.

Table V.—Gross traffic receipts, working expenses, and net traffic receipts of Guaranteed and State Railways for five years ending 1902-1903, with Revised Estimates 1903-1904 and Budget Estimates for 1904-1905.

| | ACCOUNTS. | | | | | Revised Estimate, 1903-1904. | Budget Estimate, 1904-05. |
|---|-------------|-------------|-------------|-------------|-------------|------------------------------------|---------------------------------|
| | 1898-99. | 1899-1900. | 1900-1901. | 1901-1902. | 1902-1903. | | |
| | M. | M. | M. | M. | M. | M. | M. |
| GUARANTEED RAILWAYS. | | | | | | | |
| Open mileage at beginning of year | 2,588 | 2,588 | 2,612 | 1,305 | 1,334 | 1,349 | |
| <i>Gross Traffic Receipts.</i> | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | |
| Madras | 1,02,35,380 | 1,09,06,956 | 1,15,52,942 | 1,10,33,035 | 1,20,68,312 | 1,25,40,000 | 1,25,00,000 |
| Ditto Extensions | ... | ... | ... | 56,465 | 1,86,889 | 3,00,000 | 3,00,000 |
| Bombay, Baroda and Central India | 1,67,45,041 | 1,84,32,686 | 1,73,43,582 | 1,55,00,276 | 1,60,11,316 | 1,67,50,000 | 1,71,00,000 |
| Great Indian Peninsula | 3,68,29,648 | 3,32,61,822 | 89,29,427 | ... | ... | ... | ... |
| TOTAL | 6,38,10,069 | 6,26,01,464 | 3,78,25,951 | 2,65,89,776 | 2,82,66,517 | 2,95,90,000 | 2,99,00,000 |
| <i>Working Expenses.</i> | | | | | | | |
| Madras | 51,88,748 | 57,09,501 | 56,71,710 | 56,45,793 | 61,69,379 | 68,40,000 | 68,00,000 |
| Ditto Extensions | ... | ... | ... | 22,046 | 79,538 | 1,43,000 | 1,43,000 |
| Bombay, Baroda and Central India | 72,51,431 | 90,16,496 | 83,57,857 | 71,97,104 | 78,24,865 | 84,00,000 | 84,00,000 |
| Great Indian Peninsula | 2,05,43,160 | 1,92,67,239 | 40,42,892 | ... | ... | ... | ... |
| TOTAL | 3,29,83,339 | 3,39,93,236 | 1,80,72,459 | 1,28,64,943 | 1,40,73,782 | 1,53,83,000 | 1,51,00,000 |
| <i>Net Traffic Receipts.</i> | | | | | | | |
| Madras | 50,46,632 | 51,97,455 | 58,81,232 | 53,87,242 | 58,98,933 | 57,00,000 | 57,00,000 |
| Ditto Extensions | ... | ... | ... | 34,419 | 1,07,351 | 1,57,000 | 1,57,000 |
| Bombay, Baroda and Central India | 94,93,610 | 94,16,190 | 89,85,725 | 83,03,172 | 81,86,451 | 83,50,000 | 83,50,000 |
| Great Indian Peninsula | 1,62,86,488 | 1,39,94,583 | 48,86,535 | ... | ... | ... | ... |
| TOTAL | 3,08,26,730 | 2,86,08,228 | 1,97,53,492 | 1,37,24,833 | 1,41,92,735 | 1,42,07,000 | 1,42,07,000 |

APPENDIX IV—continued.

| | ACCOUNTS. | | | | | Revised Estimate, 1903-1904. | Budget Estimate, 1904-1905. |
|-------------------------------------|--------------|--------------|--------------|--------------|--------------|------------------------------|-----------------------------|
| | 1898-99. | 1899-1900. | 1900-1901. | 1901-1902. | 1902-1903. | | |
| STATE RAILWAYS. | | | | | | | |
| (a) | | | | | | | |
| Mileage at beginning of year | M. | M. | M. | M. | M. | M. | M. |
| | 15,582 | 16,643 | 17,136 | 19,293 | 19,380 | 20,119 | 20,767 |
| Gross Traffic Receipts. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Indian { England | 3,455 | 3,450 | 3,450 | 3,450 | 3,450 | 3,000 | 3,000 |
| { India | 6,01,07,531 | 6,58,04,353 | 6,75,19,065 | 7,10,62,672 | 6,74,11,071 | 7,05,00,000 | 7,10,00,000 |
| Central-Malwa System | 2,28,60,759 | 2,77,81,248 | 2,84,65,308 | 2,81,18,427 | 2,49,93,926 | 2,20,00,000 | 2,40,00,000 |
| Calcutta | 1,93,364 | 2,09,610 | 2,55,120 | 2,92,862 | 3,46,103 | 3,75,000 | 3,80,000 |
| Nagpur-Deesa | 40,271 | 49,701 | 40,983 | 39,190 | 31,756 | 30,000 | 35,000 |
| Colliery | 6,09,393 | 5,77,182 | 6,59,350 | 6,98,956 | 6,74,934 | 5,45,000 | 5,85,000 |
| Coal | 2,09,600 | 2,07,216 | 1,75,380 | ... | ... | ... | ... |
| Nagpur | 73,81,307 | 1,07,42,719 | 1,21,44,574 | 1,35,36,367 | 1,45,37,860 | 1,61,00,000 | 1,80,00,000 |
| Colliery | 4,78,862 | 14,995 | ... | ... | ... | ... | ... |
| Railways | 86,77,541 | 94,69,988 | 1,13,34,182 | 1,22,32,691 | 1,26,67,364 | 1,42,00,000 | 1,40,00,000 |
| Bengal | 14,22,065 | 16,04,649 | 18,21,277 | 20,92,758 | 21,10,110 | 25,00,000 | 31,50,000 |
| Companyanj | 94,036 | 91,299 | 85,785 | 83,310 | 88,476 | 88,000 | 85,000 |
| Bengal | 6,505 | 6,355 | 4,818 | 2,828 | ... | ... | ... |
| and North-Western, and | 1,41,48,932 | 1,61,22,698 | 1,71,05,226 | 1,70,14,290 | 1,75,21,934 | 1,88,00,000 | 1,81,25,000 |
| Central | 66,33,807 | 81,68,864 | 84,24,104 | 99,79,539 | 1,02,19,920 | 1,19,00,000 | 1,19,00,000 |
| Central | 10,38,158 | 11,49,611 | 13,61,919 | 13,93,160 | 13,24,944 | 15,25,000 | 14,00,000 |
| Putra-Sultanpur Branch | ... | ... | ... | 1,62,203 | 2,40,827 | 2,60,000 | 2,60,000 |
| and Rohilkhand | 1,00,88,265 | 1,13,25,817 | 1,16,10,252 | 1,35,20,795 | 1,35,27,277 | 1,40,00,000 | 1,45,00,000 |
| Midland { England | ... | ... | ... | 45,000 | ... | ... | ... |
| { India | 57,13,632 | 73,33,950 | 89,21,183 | 83,73,471 | 90,10,835 | 78,00,000 | 80,00,000 |
| ow-Bareilly | 10,43,931 | 13,09,326 | 12,74,927 | 13,86,506 | 14,53,542 | 14,25,000 | 14,25,000 |
| ar-Dehra | ... | ... | 48,031 | 2,27,429 | 2,53,685 | 2,65,000 | 2,75,000 |
| -Western | 3,64,17,015 | 3,53,04,846 | 3,22,31,188 | 4,26,53,446 | 4,18,16,329 | 5,17,00,000 | 4,75,00,000 |
| Indian | 84,35,906 | 86,58,220 | 90,20,566 | 1,03,68,269 | 1,09,05,420 | 1,21,00,000 | 1,22,00,000 |
| re | 12,10,229 | 11,24,012 | 14,53,141 | 14,04,895 | 16,42,156 | 15,50,000 | 15,50,000 |
| da Extension | ... | ... | ... | ... | ... | 2,80,000 | 3,00,000 |
| East Line, Madras Railway | ... | ... | ... | 2,64,398 | 3,02,442 | 3,07,000 | 2,70,000 |
| Coast, Southern Section) | 31,77,776 | 52,81,401 | 60,95,150 | 46,90,260 | 44,53,516 | 45,50,000 | 46,50,000 |
| Mal-Mysore Frontier | 3,87,828 | 4,05,156 | 4,59,810 | 4,37,238 | 4,72,119 | 5,00,000 | 4,50,000 |
| elly-Quilon | ... | ... | ... | ... | 69,746 | 2,00,000 | 3,70,000 |
| aram-Mutupet | 2,45,846 | 2,38,518 | 2,42,502 | 2,97,287 | 3,31,866 | 4,10,000 | 5,00,000 |
| and Manmad (net) | 2,89,635 | 2,99,554 | 2,11,534 | ... | ... | ... | ... |
| ern Mahratta | 49,94,337 | 62,93,041 | 63,75,599 | 57,12,614 | 65,62,022 | 67,00,000 | 67,00,000 |
| abad-Shadipalli | 2,29,706 | 2,20,367 | 1,97,480 | ... | ... | ... | ... |
| -Hyderabad (British Sec- | ... | ... | 12,802 | 4,00,599 | 5,05,058 | 6,00,000 | 6,00,000 |
| Indian Peninsula | ... | ... | 2,67,52,243 | 4,26,63,480 | 4,35,86,154 | 4,55,00,000 | 4,65,00,000 |
| In England | 3,455 | 3,450 | 3,450 | 48,450 | 3,450 | 3,000 | 3,000 |
| „ India | 19,61,36,237 | 21,97,94,896 | 25,43,03,499 | 28,91,09,940 | 28,70,61,392 | 30,67,10,000 | 30,87,10,000 |
| TOTAL | 19,61,39,692 | 21,97,98,346 | 25,43,06,949 | 28,91,58,390 | 28,70,64,842 | 30,67,13,000 | 30,87,13,000 |

(a) Includes the length of the Bengal and North-Western Railway.

APPENDIX IV.—continued.

| | ACCOUNTS. | | | | | Revised Estimate, 1903-1904. | Budget Estimate, 1904-1905. |
|---|--------------------|---------------------|---------------------|---------------------|---------------------|------------------------------------|-----------------------------------|
| | 1898-99. | 1899-1900. | 1900-1901. | 1901-1902. | 1902-1903. | | |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| <i>Working Expenses.</i> | | | | | | | |
| East Indian | 2,33,39,483 | 2,50,54,050 | 2,44,32,167 | 2,61,51,049 | 2,61,45,029 | 2,56,00,000 | 2,65,00,000 |
| Rajputana-Malwa System | 1,21,28,709 | 1,29,30,603 | 1,46,14,424 | 1,30,31,577 | 1,18,36,743 | 1,11,00,000 | 1,15,00,000 |
| Bhopal | 1,13,929 | 1,25,531 | 1,27,788 | 1,48,626 | 1,74,867 | 1,85,000 | 1,90,000 |
| Palampur-Deesa | 26,514 | 27,831 | 37,279 | 25,256 | 25,375 | 22,000 | 25,000 |
| Warora Colliery | 4,26,619 | 4,05,760 | 4,18,647 | 4,33,330 | 4,44,571 | 3,82,000 | 3,90,000 |
| Wardha Coal | 1,31,773 | 1,24,716 | 94,626 | ... | ... | ... | ... |
| Bengal-Nagpur | 36,16,820 | 45,80,706 | 53,76,704 | 72,65,514 | 74,31,631 | 85,00,000 | 90,00,000 |
| Umaria Colliery | 4,51,067 | 16,848 | ... | ... | ... | ... | ... |
| Burma Railway | 52,71,162 | 55,53,838 | 66,60,429 | 73,85,882 | 77,32,319 | 89,00,000 | 89,00,000 |
| Assam-Bengal | 13,79,359 | 12,34,774 | 14,25,435 | 16,96,274 | 18,61,892 | 20,00,000 | 27,00,000 |
| Jorhat | 88,183 | 1,03,821 | 94,770 | 84,715 | 83,046 | 80,000 | 75,000 |
| Cherra-Companyganj | 1,07,271 | 43,911 | 19,534 | 7,640 | ... | ... | ... |
| Eastern Bengal | 66,44,427 | 72,72,708 | 81,43,336 | 87,19,070 | 88,83,728 | 1,00,00,000 | 97,20,000 |
| Bengal and North-Western, and Tirhoot | 48,23,561 | 63,93,740 | 75,64,228 | 74,10,199 | 80,26,894 | 86,50,000 | 86,50,000 |
| Bengal Central | 7,71,673 | 8,07,735 | 9,20,155 | 9,00,740 | 9,13,996 | 11,10,000 | 10,60,000 |
| Brahmaputra-Sultanpur Branch | ... | ... | ... | 82,471 | 1,31,113 | 1,42,000 | 1,40,000 |
| Oudh and Rohilkhand | 47,92,194 | 50,44,137 | 58,76,434 | 65,83,646 | 65,35,525 | 68,50,000 | 70,00,000 |
| Indian Midland | 32,45,596 | 38,01,188 | 43,98,626 | 42,14,819 | 46,23,692 | 38,75,000 | 41,20,000 |
| Lucknow-Bareilly | 6,00,961 | 7,73,507 | 6,92,803 | 7,69,986 | 7,50,202 | 7,50,000 | 7,50,000 |
| Hardwar-Dehra | ... | ... | 24,016 | 1,24,969 | 1,47,440 | 1,56,000 | 1,60,000 |
| North Western | 1,91,54,545 | 1,90,26,943 | 1,88,63,796 | 2,22,52,333 | 2,42,93,882 | 2,56,00,000 | 2,60,00,000 |
| South Indian | 49,58,361 | 47,25,019 | 47,99,860 | 55,50,380 | 51,28,993 | 61,25,000 | 67,50,000 |
| Mysore | 9,68,892 | 8,34,759 | 10,78,609 | 11,27,457 | 11,88,564 | 11,50,000 | 12,00,000 |
| Nilgiri | ... | ... | ... | ... | ... | 2,00,000 | 2,20,000 |
| Bezwada Extension | ... | ... | ... | 1,20,248 | 1,49,334 | 1,53,000 | 1,70,000 |
| North East line, Madras Railway (East Coast, Southern Section) | 22,71,399 | 31,99,538 | 33,96,035 | 25,12,717 | 30,07,291 | 31,35,000 | 28,50,000 |
| Gantakal-Mysore Frontier | 2,69,357 | 2,62,609 | 2,95,561 | 3,10,308 | 2,92,918 | 3,00,000 | 3,00,000 |
| Tinnevely-Quilon | ... | ... | ... | ... | 29,574 | 92,000 | 1,00,000 |
| Mayavaram-Mutupet | 1,69,999 | 1,39,379 | 1,35,869 | 1,63,106 | 1,61,797 | 2,05,000 | 2,80,000 |
| Southern Mahratta | 39,46,803 | 45,93,822 | 48,03,985 | 44,92,654 | 46,99,571 | 48,50,000 | 51,00,000 |
| Hyderabad-Shadipalli | 1,54,057 | 1,39,499 | 1,25,616 | ... | ... | ... | ... |
| Jodhpur-Hyderabad (British Sec- tion) | ... | ... | 12,217 | 2,44,773 | 2,91,566 | 3,25,000 | 3,40,000 |
| Great Indian Peninsula | ... | ... | 1,25,52,735 | 2,05,75,278 | 2,24,16,610 | 2,34,00,000 | 2,42,00,000 |
| TOTAL | 9,98,52,914 | 10,72,17,062 | 12,69,85,686 | 14,23,85,017 | 14,74,08,163 | 15,38,37,000 | 15,84,00,000 |

APPENDIX IV.—continued.

| | ACCOUNTS. | | | | | Revised Estimate, 1903-1904. | Budget Estimate, 1904-1905. |
|---|--------------------|---------------------|---------------------|---------------------|---------------------|------------------------------------|-----------------------------------|
| | 1898-99. | 1899-1900. | 1900-1901. | 1901-1902. | 1902-1903. | | |
| <i>Net Traffic Receipts.</i> | <i>Rs.</i> | <i>Rs.</i> | <i>Rs.</i> | <i>Rs.</i> | <i>Rs.</i> | <i>Rs.</i> | <i>Rs.</i> |
| Indian | 3,67,71,503 | 4,07,53,753 | 4,30,90,348 | 4,49,15,073 | 4,12,69,492 | 4,49,03,000 | 4,45,03,000 |
| Central India and Malwa System | 1,07,32,050 | 1,48,50,555 | 1,38,50,884 | 1,50,86,850 | 1,31,57,183 | 1,09,00,000 | 1,25,00,000 |
| Bombay | 79,435 | 84,079 | 1,27,332 | 1,44,236 | 1,71,236 | 1,90,000 | 1,84,000 |
| Surat-Deesa | 13,757 | 21,870 | 3,704 | 13,934 | 6,381 | 8,000 | 10,000 |
| Baroda Colliery | 1,82,774 | 1,71,422 | 2,40,703 | 2,65,626 | 2,30,363 | 1,63,000 | 1,90,000 |
| Baroda Coal | 77,827 | 82,500 | 80,754 | ... | ... | ... | ... |
| Baroda Nagpur | 37,64,487 | 61,62,013 | 67,67,870 | 62,70,853 | 71,06,229 | 76,00,000 | 90,00,000 |
| Baroda Colliery | 27,795 | —1,853 | ... | ... | ... | ... | ... |
| Baroda Railways | 34,06,379 | 39,16,150 | 46,73,753 | 48,46,809 | 49,35,045 | 53,00,000 | 51,00,000 |
| Baroda-Bengal | 42,706 | 3,69,875 | 3,95,842 | 3,96,484 | 2,48,218 | 5,00,000 | 4,50,000 |
| Baroda | 5,853 | —12,522 | —8,985 | —1,405 | 5,430 | 8,000 | 10,000 |
| Baroda Companyganj | —1,00,766 | —37,556 | —14,716 | —4,812 | ... | ... | ... |
| Baroda Bengal | 75,04,505 | 88,49,990 | 89,61,890 | 82,95,220 | 86,38,206 | 88,00,000 | 84,00,000 |
| Baroda and North-Western, and Baroda | 18,10,246 | 17,75,124 | 8,59,876 | 25,69,340 | 21,93,026 | 32,50,000 | 32,50,000 |
| Baroda Central | 2,66,485 | 3,41,876 | 4,41,764 | 4,92,420 | 4,10,948 | 4,15,000 | 3,40,000 |
| Baroda-Sultanpur Branch | ... | ... | ... | 79,732 | 1,09,714 | 1,18,000 | 1,17,000 |
| Baroda and Rohilkhand | 52,96,071 | 62,81,680 | 57,33,818 | 69,37,149 | 69,91,752 | 71,50,000 | 75,00,000 |
| Baroda Midland | 24,68,036 | 35,32,762 | 45,22,557 | 42,03,652 | 43,87,143 | 39,25,000 | 38,75,000 |
| Baroda-Bareilly | 4,42,970 | 5,36,019 | 5,82,122 | 6,16,520 | 7,03,340 | 6,75,000 | 6,75,000 |
| Baroda-Dehra | ... | ... | 24,015 | 1,02,460 | 1,06,245 | 1,09,000 | 1,13,000 |
| Baroda Western | 1,72,62,470 | 1,62,77,903 | 1,33,67,392 | 2,04,01,113 | 1,75,22,447 | 2,61,00,000 | 2,15,00,000 |
| Baroda Indian | 34,77,545 | 39,33,201 | 42,20,706 | 48,17,889 | 57,76,427 | 59,75,000 | 54,50,000 |
| Baroda | 2,41,337 | 2,89,253 | 3,74,532 | 2,77,438 | 4,53,592 | 4,00,000 | 3,50,000 |
| Baroda | ... | ... | ... | ... | ... | 80,000 | 75,000 |
| Baroda Extension | ... | ... | ... | 1,44,150 | 1,53,108 | 1,54,000 | 1,42,000 |
| Baroda East line, Madras Railway (Coast, Southern Section) | 9,06,377 | 20,81,863 | 26,99,115 | 21,77,543 | 14,46,225 | 14,15,000 | 18,00,000 |
| Baroda-Mysore Frontier | 1,18,271 | 1,42,547 | 1,64,249 | 1,26,930 | 1,79,201 | 2,00,000 | 1,50,000 |
| Baroda-Bellary-Quilon | ... | ... | ... | ... | 40,172 | 1,08,000 | 1,80,000 |
| Baroda-Mammutpet | 75,847 | 99,139 | 1,06,633 | 1,34,181 | 1,70,069 | 2,05,000 | 2,15,000 |
| Baroda-Manmad | 2,89,635 | 2,99,554 | 2,11,534 | ... | ... | ... | ... |
| Baroda-Maharatta | 10,47,534 | 16,99,219 | 15,71,614 | 12,19,950 | 18,62,451 | 18,50,000 | 16,00,000 |
| Baroda-Shadipalli | 75,649 | 80,868 | 71,864 | ... | ... | ... | ... |
| Baroda-Hyderabad (British Sec- tion) | ... | ... | 585 | 1,55,826 | 2,13,492 | 2,75,000 | 2,75,000 |
| Baroda Indian Peninsula | ... | ... | 1,41,99,508 | 2,20,88,202 | 2,11,69,544 | 2,21,00,000 | 2,23,00,000 |
| TOTAL | 9,62,86,778 | 11,25,81,284 | 12,73,21,263 | 14,67,73,373 | 13,96,56,679 | 15,28,76,000 | 15,02,54,000 |

APPENDIX IV.—continued.

COMMERCIAL AND FINANCIAL STATISTICS.

Table VI.—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1902-03, with Revised Estimates for 1903-04, and Budget Estimates for 1904-05.

| | ACTUALS. | | | | | Revised Estimate, 1903-04. | Budget Estimate, 1904-05. |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------------|---------------------------|
| | 1898-99. | 1899-1900. | 1900-01. | 1901-02. | 1902-03. | | |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| DIRECT RECEIPTS— | | | | | | | |
| Mandalay canal . . . | ... | ... | ... | ... | 17,803 | 1,10,000 | 1,80,000 |
| Orissa canals . . . | 4,69,554 | 4,42,497 | 4,08,888 | 3,49,006 | 4,05,592 | 4,46,000 | 4,23,000 |
| Midnapur canal . . . | 2,33,772 | 2,38,652 | 2,34,213 | 2,40,992 | 2,24,150 | 2,13,000 | 1,87,000 |
| Hijili Tidal canal . . . | 75,286 | 53,234 | 47,349 | 47,942 | 41,050 | 42,000 | 40,000 |
| Sone canals . . . | 10,75,265 | 10,95,351 | 11,15,881 | 11,38,971 | 14,50,516 | 12,44,000 | 12,27,000 |
| Ganges canal . . . | 32,06,998 | 36,57,032 | 38,83,058 | 28,27,161 | 35,23,554 | 33,52,000 | 32,83,000 |
| Lower Ganges canal . . . | 22,79,590 | 22,29,549 | 21,86,673 | 19,96,655 | 22,82,197 | 23,84,000 | 22,57,000 |
| Ditto Fatchpur Branch . . . | ... | 76,330 | 84,966 | 80,380 | 1,35,186 | 2,48,000 | 1,95,000 |
| Agra canal . . . | 6,81,498 | 8,28,626 | 9,27,398 | 6,65,736 | 8,80,933 | 8,65,000 | 8,31,000 |
| Eastern Jumna canal . . . | 12,48,831 | 12,41,746 | 12,34,495 | 11,79,374 | 13,53,857 | 12,01,000 | 13,34,000 |
| Betwa canal . . . | 1,10,665 | 94,267 | 56,896 | 75,562 | 1,06,859 | 1,43,000 | 80,000 |
| Western Jumna canal (including Sirsa Branch) . . . | 28,00,084 | 29,79,562 | 25,33,190 | 21,84,804 | 23,61,573 | 23,87,000 | 22,50,000 |
| Chenab canal . . . | 24,06,523 | 30,02,897 | 42,77,499 | 53,47,867 | 62,03,439 | 72,62,000 | 73,50,000 |
| Bari Doab canal . . . | 30,06,435 | 29,69,561 | 30,16,243 | 28,52,395 | 32,97,204 | 32,96,000 | 31,50,000 |
| Sirhind canal . . . | 27,53,361 | 30,90,800 | 30,53,344 | 23,15,816 | 27,82,581 | 27,43,000 | 24,00,000 |
| Jhelum canal . . . | ... | ... | ... | ... | 24,104 | 3,44,000 | 8,00,000 |
| Swat River canal . . . | 4,13,960 | 4,18,038 | 4,84,502 | 4,57,845 | 4,82,394 | 5,19,000 | 4,90,000 |
| Godavari Delta System . . . | 1,09,589 | 1,13,290 | 1,15,714 | 1,10,381 | 1,04,532 | 1,05,000 | 1,05,000 |
| Kistna " " . . . | 78,372 | 61,565 | 87,066 | 70,850 | 78,578 | 72,000 | 75,000 |
| Pennér River canals " . . . | 2,302 | 1,695 | 2,387 | 3,512 | 1,938 | 3,000 | 3,000 |
| Periyar Project . . . | 581 | 1,220 | 1,624 | 1,615 | 2,168 | 2,000 | 2,000 |
| Rushikulya " . . . | 1,470 | 1,789 | 2,027 | 5,084 | 2,811 | 3,000 | 3,000 |
| Desert canal . . . | 43,442 | 47,591 | 39,462 | 48,290 | 53,023 | 48,000 | 70,000 |
| Begari " . . . | 49,964 | 55,277 | 59,348 | 47,713 | 44,956 | 51,000 | 46,000 |
| Eastern Nara Works . . . | 26,363 | 22,808 | 28,705 | 27,154 | 26,578 | 30,000 | 42,000 |
| Mutha canals . . . | 2,57,142 | 3,20,928 | 2,12,883 | 2,95,926 | 2,98,645 | 3,00,000 | 3,16,000 |
| Nira canal . . . | 1,42,459 | 1,48,200 | 1,33,866 | 2,28,058 | 2,31,616 | 2,43,000 | 2,57,000 |
| Jamrao canal . . . | ... | ... | 2,060 | 5,128 | 43,686 | 1,59,000 | 1,61,000 |
| Other projects . . . | 6,55,795 | 4,85,433 | 5,41,411 | 7,89,448 | 7,82,496 | 11,70,000 | 11,68,000 |
| TOTAL . . . | 2,21,29,301 | 2,36,77,938 | 2,47,71,151 | 2,33,93,665 | 2,72,44,019 | 2,89,85,000 | 2,87,25,000 |
| PORTION OF LAND REVENUE DUE TO IRRIGATION— | | | | | | | |
| Mandalay canal . . . | ... | ... | ... | ... | 4,619 | 19,000 | 10,000 |
| Ganges canal . . . | 7,15,593 | 7,80,511 | 7,80,511 | 8,26,342 | 8,72,442 | 8,84,000 | 8,84,000 |
| Lower Ganges canal . . . | 2,09,586 | 2,09,586 | 2,09,586 | 2,09,586 | 2,09,586 | 2,14,000 | 2,14,000 |
| Eastern Jumna " . . . | 2,49,803 | 2,50,989 | 2,50,989 | 2,52,041 | 2,53,952 | 2,54,000 | 2,54,000 |
| Chenab canal . . . | 3,31,965 | 4,57,345 | 6,32,690 | 10,46,645 | 10,56,041 | 11,01,000 | 11,00,000 |
| Bari Doab canal . . . | 2,21,189 | 2,27,286 | 2,33,160 | 2,36,603 | 2,38,756 | 2,30,000 | 2,30,000 |
| Jhelum " . . . | ... | ... | ... | ... | 13,706 | ... | ... |
| Swat River " . . . | 40,823 | 41,257 | 42,550 | 44,580 | 47,284 | 45,000 | 45,000 |
| Godavari Delta System . . . | 29,15,743 | 25,66,115 | 29,25,382 | 30,93,882 | 29,68,262 | 31,19,000 | 31,19,000 |
| Kistna " " . . . | 24,91,812 | 25,40,854 | 26,34,552 | 27,42,392 | 27,25,450 | 26,73,000 | 26,95,000 |
| Pennér River canals " . . . | 3,51,193 | 2,61,246 | 3,57,541 | 3,69,205 | 3,70,918 | 3,72,000 | 3,72,000 |
| Periyar Project . . . | 2,62,867 | 3,24,717 | 3,88,061 | 4,43,315 | 4,56,571 | 4,72,000 | 4,83,000 |
| Rushikulya " . . . | 82,033 | 91,059 | 87,131 | 95,844 | 94,832 | 98,000 | 99,000 |
| Desert canal . . . | 1,11,398 | 1,26,878 | 1,60,930 | 1,39,985 | 1,41,889 | 1,61,000 | 1,93,000 |
| Begari " . . . | 3,54,168 | 3,90,454 | 4,16,913 | 3,34,669 | 3,14,732 | 3,58,000 | 3,97,000 |
| Eastern Nara Works . . . | 5,07,038 | 6,55,531 | 5,10,522 | 4,49,513 | 4,93,647 | 5,37,000 | 5,23,000 |
| Mutha canals . . . | —6,470 | —9,403 | —3,869 | —8,085 | —8, 63 | ... | ... |
| Nira canal . . . | —7,035 | —7,330 | —6,584 | —11,310 | —11,465 | ... | ... |
| Jamrao canal . . . | ... | ... | 3,30,042 | 4,21,049 | 4,97,692 | 7,08,000 | 8,35,000 |
| Other projects . . . | 12,55,880 | 11,45,511 | 12,85,539 | 15,14,701 | 14,75,038 | 17,87,000 | 17,94,000 |
| TOTAL . . . | 1,00,87,586 | 1,00,52,606 | 1,12,36,246 | 1,22,00,957 | 1,22,15,889 | 1,30,32,000 | 1,32,67,000 |

APPENDIX IV.—continued.

COMMERCIAL AND FINANCIAL STATISTICS.

Table VI—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1902-03, with Revised Estimates for 1903-04, and Budget Estimates for 1904-05—continued.

| | ACTUALS. | | | | | Revised Estimate, 1903-04. | Budget Estimate, 1904-05. |
|--|-------------|-------------|-------------|-------------|-------------|----------------------------|---------------------------|
| | 1898-99. | 1899-1900. | 1900-01. | 1901-02. | 1902-03. | | |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| AL REVENUE— | | | | | | | |
| Mandalay canal | ... | ... | ... | ... | 22,422 | 1,29,000 | 1,90,000 |
| Orissa canals | 4,69,554 | 4,42,497 | 4,08,888 | 3,49,006 | 4,05,592 | 4,46,000 | 4,23,000 |
| Midnapur canal | 2,33,772 | 2,38,652 | 2,34,213 | 2,40,992 | 2,24,150 | 2,13,000 | 1,87,000 |
| Hijili Tidal canal | 75,286 | 53,234 | 47,349 | 47,942 | 41,050 | 42,000 | 40,000 |
| Sone canals | 10,75,265 | 10,95,351 | 11,15,881 | 11,38,971 | 14,50,516 | 12,44,000 | 12,27,000 |
| Ganges canal | 39,22,591 | 44,37,543 | 46,63,569 | 36,53,503 | 43,95,996 | 42,30,000 | 41,67,000 |
| Lower Ganges canal | 24,89,176 | 24,39,135 | 23,96,259 | 22,06,241 | 24,91,783 | 25,98,000 | 24,71,000 |
| Ditto Fatchpur Branch | ... | 76,330 | 84,969 | 80,380 | 1,35,186 | 2,48,000 | 1,95,000 |
| Agra canal | 6,81,498 | 8,28,626 | 9,27,398 | 6,65,736 | 8,80,933 | 8,65,000 | 8,31,000 |
| Eastern Jumna canal | 14,98,634 | 14,92,735 | 14,85,484 | 14,31,415 | 16,07,809 | 14,55,000 | 15,88,000 |
| Betwa canal | 1,10,665 | 94,267 | 56,896 | 75,562 | 1,06,859 | 1,43,000 | 80,000 |
| Western Jumna canal (including Sirsa Branch) | 28,00,084 | 29,79,562 | 25,33,190 | 21,84,804 | 23,61,573 | 23,87,000 | 22,50,000 |
| Chenab canal | 27,38,488 | 34,60,242 | 49,10,189 | 63,94,512 | 72,59,480 | 83,63,000 | 84,50,000 |
| Bari Doab canal | 32,27,624 | 31,96,847 | 32,49,403 | 30,88,998 | 35,35,960 | 35,26,000 | 33,80,000 |
| Behind canal | 27,53,361 | 30,90,800 | 30,53,344 | 23,15,816 | 27,82,581 | 27,43,000 | 24,00,000 |
| Helum canal | ... | ... | ... | ... | 37,810 | 3,44,000 | 8,00,000 |
| Swat River canal | 4,54,783 | 4,59,295 | 5,27,052 | 5,02,425 | 5,29,678 | 5,64,000 | 5,35,000 |
| Godavari Delta System | 30,25,332 | 26,79,405 | 30,41,096 | 32,04,263 | 30,72,794 | 32,24,000 | 32,24,000 |
| Kistna " " | 25,70,184 | 26,02,419 | 27,21,618 | 28,13,242 | 28,04,028 | 27,45,000 | 27,70,000 |
| Pennér River canals " " | 3,53,495 | 2,62,941 | 3,59,928 | 3,72,717 | 3,72,856 | 3,75,000 | 3,75,000 |
| Periyar Project | 2,63,448 | 3,25,937 | 3,89,685 | 4,44,930 | 4,58,739 | 4,74,000 | 4,85,000 |
| Rushikulya " " | 83,503 | 92,848 | 89,158 | 1,00,928 | 97,643 | 1,01,000 | 1,02,000 |
| Desert canal | 1,54,840 | 1,74,469 | 2,00,392 | 1,88,275 | 1,94,912 | 2,09,000 | 2,63,000 |
| Begari " " | 4,04,132 | 4,45,731 | 4,76,261 | 3,82,382 | 3,59,688 | 4,09,000 | 4,43,000 |
| Eastern Nara Works | 5,33,401 | 6,78,339 | 5,39,227 | 4,76,667 | 5,20,225 | 5,67,000 | 5,65,000 |
| Matha canals | 2,50,672 | 3,11,525 | 2,09,014 | 2,87,841 | 2,90,582 | 3,00,000 | 3,16,000 |
| Mira canal | 1,35,424 | 1,40,870 | 1,27,282 | 2,16,748 | 2,20,151 | 2,43,000 | 2,57,000 |
| Samrao canal | ... | ... | 3,32,702 | 4,26,177 | 5,41,378 | 8,67,000 | 10,10,000 |
| Other projects | 10,11,675 | 16,30,944 | 18,26,950 | 23,04,149 | 22,57,534 | 20,57,000 | 29,62,000 |
| TOTAL | 3,22,16,887 | 3,37,30,544 | 3,60,07,397 | 3,55,94,622 | 3,94,40,245 | 4,20,17,000 | 4,19,92,000 |
| WORKING EXPENSES— | | | | | | | |
| Mandalay canal | ... | ... | ... | ... | 30,312 | 82,000 | 1,00,000 |
| Orissa canals | 4,65,598 | 4,45,106 | 4,18,409 | 3,95,100 | 3,61,432 | 3,93,000 | 4,01,000 |
| Midnapur canal | 2,69,703 | 2,71,378 | 1,63,234 | 1,61,668 | 1,44,522 | 1,31,000 | 1,57,000 |
| Hijili Tidal canal | 48,535 | 43,304 | 30,632 | 28,658 | 34,685 | 23,000 | 30,000 |
| Sone canals | 5,59,480 | 5,47,919 | 5,76,302 | 5,47,210 | 5,27,716 | 5,26,000 | 5,26,000 |
| Ganges canal | 10,62,597 | 10,74,296 | 11,19,864 | 10,57,425 | 11,20,924 | 10,48,000 | 10,88,000 |
| Lower Ganges canal | 9,96,696 | 8,90,350 | 10,61,960 | 10,49,948 | 10,56,724 | 10,93,000 | 10,78,000 |
| Ditto Fatchpur Branch | 1,935 | 49,750 | 1,03,476 | 1,26,995 | 1,21,579 | 1,46,000 | 1,23,000 |
| Agra canal | 2,34,351 | 2,83,363 | 2,33,043 | 2,60,131 | 2,52,836 | 2,16,000 | 2,42,000 |
| Eastern Jumna canal | 3,84,099 | 4,09,040 | 4,27,362 | 4,65,063 | 5,15,809 | 4,25,000 | 4,13,000 |
| Betwa canal | 1,01,686 | 95,360 | 86,537 | 1,01,852 | 1,22,892 | 1,14,000 | 1,00,000 |
| Western Jumna canal (including Sirsa Branch) | 8,63,021 | 9,07,513 | 9,14,677 | 8,65,175 | 8,17,970 | 8,19,000 | 8,25,000 |
| Chenab canal | 7,08,766 | 10,53,385 | 12,00,241 | 12,86,828 | 13,15,846 | 16,41,000 | 14,83,000 |
| Bari Doab canal | 7,86,572 | 7,97,190 | 8,26,926 | 8,40,911 | 9,64,870 | 9,64,000 | 9,97,000 |
| Behind canal | 6,73,078 | 8,56,298 | 7,70,709 | 7,93,513 | 8,35,062 | 8,12,000 | 7,86,000 |
| Helum canal | ... | ... | ... | 20,046 | 1,42,414 | 2,59,000 | 3,00,000 |
| Swat River canal | 99,596 | 58,345 | 89,312 | 86,856 | 80,111 | 90,000 | 65,000 |
| Godavari Delta System | 5,80,559 | 5,89,209 | 6,70,826 | 6,09,464 | 5,70,647 | 6,13,000 | 6,67,000 |
| Kistna " " | 5,25,151 | 5,23,143 | 5,04,823 | 5,11,894 | 4,96,071 | 6,79,000 | 5,63,000 |
| Pennér River canals " " | 36,139 | 36,687 | 32,120 | 43,643 | 55,091 | 76,000 | 60,000 |
| Periyar Project | 1,16,138 | 1,05,351 | 83,831 | 98,493 | 1,26,351 | 1,05,000 | 1,16,000 |
| Rushikulya " " | 38,734 | 49,459 | 76,220 | 64,377 | 66,003 | 61,000 | 59,000 |
| Desert canal | 59,152 | 49,102 | 57,976 | 56,722 | 99,246 | 1,00,000 | 1,12,000 |
| Begari " " | 72,152 | 96,043 | 69,133 | 60,329 | 87,067 | 88,000 | 80,000 |
| Eastern Nara Works | 1,11,007 | 1,15,630 | 97,734 | 98,001 | 84,196 | 81,000 | 99,000 |
| Matha canals | 74,377 | 73,609 | 66,768 | 74,943 | 1,22,653 | 85,000 | 84,000 |
| Mira canal | 52,785 | 52,281 | 42,401 | 44,229 | 43,591 | 49,000 | 50,000 |
| Samrao canal | ... | ... | 64,710 | 1,52,889 | 2,18,286 | 2,00,000 | 2,89,000 |
| Other projects | 4,82,021 | 4,98,172 | 5,47,118 | 6,26,442 | 9,04,252 | 11,35,000 | 13,65,000 |
| TOTAL | 94,03,928 | 99,71,283 | 1,03,36,344 | 1,05,28,805 | 1,13,19,158 | 1,20,54,000 | 1,23,18,000 |

APPENDIX IV.—continued.

COMMERCIAL AND FINANCIAL STATISTICS.

Table VI.—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1902-03, with Revised Estimates for 1903-04, and Budget Estimates for 1904-05—concluded.

| | ACTUALS. | | | | | Revised Estimate, 1903-04. | Budget Estimate, 1904-05. |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------------|---------------------------|
| | 1898-99. | 1899-1900. | 1900-01. | 1901-02. | 1902-03. | | |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| NET REVENUE— | | | | | | | |
| Mandalay canal | ... | ... | ... | ... | —7,890 | 47,000 | 90,000 |
| Orissa canals | 3,956 | —2,609 | —9,521 | —46,094 | 44,160 | 53,000 | 22,000 |
| Midnapur canal | —35,931 | —32,726 | 70,979 | 79,324 | 79,628 | 82,000 | 30,000 |
| Hijili Tidal canal | 26,751 | 9,930 | 16,717 | 19,284 | 6,365 | 19,000 | 10,000 |
| Sone canals | 5,15,785 | 5,47,432 | 5,39,579 | 5,91,761 | 9,22,800 | 7,18,000 | 6,41,000 |
| Ganges canal | 28,59,994 | 33,63,247 | 35,43,705 | 25,96,078 | 32,75,072 | 31,88,000 | 30,79,000 |
| Lower Ganges canal | 14,92,480 | 15,48,785 | 13,34,299 | 11,56,293 | 14,35,058 | 15,05,000 | 13,93,000 |
| Ditto, Fatehpur Branch | —1,935 | 26,580 | —18,507 | —46,615 | 13,607 | 1,02,000 | 72,000 |
| Agra canal | 4,47,147 | 5,45,263 | 6,94,355 | 4,05,605 | 6,28,097 | 6,49,000 | 5,89,000 |
| Eastern Jumna canal | 11,14,535 | 10,83,695 | 10,58,122 | 9,66,352 | 10,92,000 | 10,30,000 | 11,75,000 |
| Betwa canal | 8,979 | —1,093 | —29,641 | —26,290 | —16,033 | 29,000 | —20,000 |
| Western Jumna canal (including Sirsa Branch) | 19,37,063 | 20,72,049 | 16,18,513 | 13,19,629 | 15,43,603 | 15,68,000 | 14,25,000 |
| Chenab canal | 20,29,722 | 24,06,857 | 37,09,948 | 51,07,684 | 59,43,634 | 67,22,000 | 69,67,000 |
| Bari Doab canal | 24,41,052 | 23,99,657 | 24,22,477 | 22,48,087 | 25,71,090 | 25,62,000 | 23,83,000 |
| Sirhind canal | 20,80,283 | 22,34,502 | 22,82,635 | 15,22,303 | 19,47,519 | 19,31,000 | 16,14,000 |
| Jhelum canal | ... | ... | ... | —20,046 | —1,04,604 | 85,000 | 5,00,000 |
| Swat River canal | 3,55,187 | 4,00,950 | 4,37,740 | 4,15,569 | 4,49,567 | 4,74,000 | 4,70,000 |
| Godavari Delta System | 24,44,773 | 20,90,196 | 23,70,270 | 25,94,799 | 25,02,147 | 26,11,000 | 25,57,000 |
| Kistna " " | 20,45,033 | 20,79,276 | 22,16,795 | 23,01,348 | 23,07,957 | 20,66,000 | 22,07,000 |
| Pennér River canals " " | 3,17,356 | 2,26,254 | 3,27,808 | 3,29,074 | 3,17,765 | 2,99,000 | 3,15,000 |
| Periyar Project | 1,47,310 | 2,20,586 | 3,05,854 | 3,46,437 | 3,32,388 | 3,69,000 | 3,69,000 |
| Rushikulya " " | 44,769 | 43,389 | 12,938 | 36,551 | 31,640 | 40,000 | 43,000 |
| Desert canal | 95,688 | 1,25,367 | 1,42,416 | 1,31,553 | 95,666 | 1,09,000 | 1,51,000 |
| Bogari " " | 3,31,980 | 3,49,688 | 4,07,128 | 3,22,053 | 2,72,621 | 3,21,000 | 3,03,000 |
| Eastern Nara Works | 4,22,394 | 5,62,709 | 4,41,493 | 3,78,666 | 4,36,029 | 4,86,000 | 4,60,000 |
| Mutha canals | 1,76,295 | 2,37,916 | 1,42,246 | 2,12,898 | 1,67,929 | 2,15,000 | 2,32,000 |
| Nira canal | 82,639 | 88,589 | 84,881 | 1,72,519 | 1,76,560 | 1,94,000 | 2,07,000 |
| Jamrao canal | ... | ... | 2,67,992 | 2,73,288 | 3,23,092 | 6,67,000 | 7,27,000 |
| Other projects | 14,29,654 | 11,32,771 | 12,79,832 | 16,77,707 | 13,53,282 | 18,22,000 | 15,97,000 |
| TOTAL | 2,28,12,959 | 2,37,59,260 | 2,56,71,053 | 2,50,65,817 | 2,81,40,750 | 2,99,63,000 | 2,96,74,000 |

APPENDIX IV.—continued.

TABLE VII.—CAPITAL ACCOUNT OF GUARANTEED AND SUBSIDIZED RAILWAYS.

Actuals, 1902-1903.

| RAILWAYS. | | Amount in Rupees. | Amount in sterling at contract rates. | Equivalent at Rs. 15=£1. | Exchange. |
|--------------------------------------|-----------------------------------|-------------------|---------------------------------------|--------------------------|-----------|
| GUARANTEED RAILWAYS. | | R | £ | R | R |
| RECEIPTS. | | | | | |
| Madras | | 52,91,199 | 485,027 | 72,75,398 | 19,84,100 |
| Bombay, Baroda and Central India | | 54,35,084 | 362,014 | 54,30,211 | 4,873 |
| TOTAL | | 1,07,26,283 | 847,041 | 1,27,05,609 | 19,79,326 |
| ADVANCES. | | | | | |
| Madras | | 43,37,443 | 397,599 | 59,63,984 | 16,26,541 |
| Madras Extensions | | 12,34,837 | 82,241 | 12,33,605 | 1,232 |
| Bombay, Baroda and Central India | | 55,07,964 | 366,811 | 55,02,170 | 5,794 |
| TOTAL | | 1,10,80,244 | 846,651 | 1,26,99,759 | 16,10,615 |
| NET RECEIPTS. | | | | | |
| Madras | | 9,53,756 | 87,428 | 13,11,414 | 3,57,658 |
| Madras Extensions | | 12,34,837 | 82,241 | 12,33,605 | 1,232 |
| Bombay, Baroda and Central India | | 72,880 | 4,797 | 71,959 | 921 |
| TOTAL | | 3,53,961 | 390 | 5,850 | 3,59,811 |
| SUBSIDIZED RAILWAYS. | | | | | |
| RECEIPTS. | | | | | |
| Gain on re- mitances to India. | Bengal Central | ... | 8 | 118 | 118 |
| | Bengal-Nagpur | ... | 23 | 350 | 350 |
| | Ditto Extensions | ... | 407 | 6,105 | 6,105 |
| | Burma | ... | 101 | 1,513 | 1,513 |
| | Indian Midland | ... | 632 | 9,486 | 9,486 |
| | Lucknow-Bareilly | ... | 58 | 881 | 881 |
| | Southern Mahratta | ... | 13,118 | 1,96,762 | 1,96,762 |
| | | ... | 12,223 | 1,83,333 | 1,83,333 |
| Capital received in India. | Ahmedabad-Dholka | 7,63,000 | 50,867 | 7,63,000 | ... |
| | Ahmedabad-Parantij | 18,000 | 1,200 | 18,000 | ... |
| | Brahmaputra-Sultanpur | 7,000 | 467 | 7,000 | ... |
| | Mymensingh-Jamalpur-Jagannathganj | 44,000 | 2,933 | 44,000 | ... |
| | Tapti Valley | 67,000 | 4,467 | 67,000 | ... |
| | | 8,85,000 | 59,000 | 8,85,000 | ... |
| TOTAL RECEIPTS | | 8,85,000 | 46,777 | 7,01,667 | 1,83,333 |
| WITHDRAWALS IN INDIA. | | | | | |
| Avam-Bengal | | 14,36,810 | 95,703 | 14,35,550 | 1,269 |
| Bengal Central | | 1,07,114 | 7,141 | 1,07,114 | ... |
| Bengal-Nagpur | | 2,78,629 | 18,539 | 2,78,095 | 534 |
| Ditto Extensions | | 94,65,077 | 631,005 | 94,65,077 | ... |
| Burma | | 35,46,410 | 236,347 | 35,45,206 | 1,204 |
| Indian Midland | | 10,49,683 | 69,341 | 9,95,112 | 54,571 |
| Ditto Saugor-Katni | | 781 | 52 | 781 | ... |
| Lucknow-Bareilly | | 2,058 | 197 | 2,058 | ... |
| Mysore | | 86,587 | 6,469 | 97,037 | 10,450 |
| Southern Mahratta | | 4,08,552 | 41,546 | 6,23,190 | 1,24,638 |
| | | 1,25,94,390 | 828,344 | 1,24,25,162 | 1,69,228 |
| Ahmedabad-Dholka | | 7,53,499 | 50,233 | 7,53,499 | ... |
| Ahmedabad-Parantij | | 23,624 | 1,575 | 23,624 | ... |
| Brahmaputra-Sultanpur | | 78,342 | 5,222 | 78,342 | ... |
| Hardwar-Dehra | | 8,706 | 580 | 8,706 | ... |
| Mymensingh-Jamalpur-Jagannathganj | | 55,527 | 3,702 | 55,527 | ... |
| South Behar | | 57,358 | 3,824 | 57,358 | ... |
| Tapti Valley | | 19,762 | 1,318 | 19,762 | ... |
| | | 8,82,102 | 58,806 | 8,82,102 | ... |
| TOTAL WITHDRAWALS | | 1,34,76,492 | 887,150 | 1,33,07,264 | 1,69,228 |
| Net Withdrawals | | 1,25,91,492 | 840,373 | 1,26,05,597 | 14,105 |
| GUARANTEED AND SUBSIDIZED RAILWAYS. | | | | | |
| Net Withdrawals | | 1,29,45,453 | 839,983 | 1,25,99,747 | 3,45,706 |

APPENDIX IV.—continued.

TABLE VI.—CAPITAL ACCOUNT OF GUARANTEED AND SUBSIDIZED RAILWAYS—continued.

Revised Estimate, 1903-1904.

| RAILWAYS. | Amount in Rupees. (Omitting 000.) | Amount in sterling at contract rates. (Omitting 000.) | Equivalent at Rs. 15=£ 1. (Omitting 000.) | Exchange. (Omitting 000.) |
|---|--|--|---|------------------------------|
| GUARANTEED RAILWAYS. | | | | |
| RECEIPTS. | | | | |
| Madras | 73.50 | 673.7 | 1,01.06 | —27.56 |
| Bombay, Baroda and Central India | 58.50 | 390.0 | 58.50 | ... |
| TOTAL | 1,32.00 | 1,063.7 | 1,59.56 | —27.56 |
| ADVANCES. | | | | |
| Madras | 48.50 | 444.6 | 66.69 | —18.19 |
| Madras Extensions | 2.00 | 13.3 | 2.00 | ... |
| Bombay, Baroda and Central India | 45.50 | 303.3 | 45.50 | ... |
| TOTAL | 96.00 | 761.2 | 1,14.19 | —18.19 |
| NET RECEIPTS. | | | | |
| Madras | 25.00 | 229.1 | 34.37 | —9.37 |
| Madras Extensions | —2.00 | —13.3 | —2.00 | ... |
| Bombay, Baroda and Central India | 13.00 | 86.7 | 13.00 | ... |
| TOTAL | 36.00 | 302.5 | 45.37 | —9.37 |
| SUBSIDIZED RAILWAYS. | | | | |
| RECEIPTS. | | | | |
| Gain on remittances { Bengal-Nagpur Extensions to India. { Southern Mahratta | ... | 4 —16.5 | 6 —2.48 | —6 2.48 |
| | ... | —16.1 | —2.42 | 2.42 |
| Capital received in India. { Ahmedabad-Dholka | 91 | 6.1 | 91 | ... |
| | 6 | 4 | 6 | ... |
| | 23 | 1.5 | 23 | ... |
| | 52 | 3.5 | 52 | ... |
| | 55 | 3.7 | 55 | ... |
| | 46 | 3.0 | 46 | ... |
| | 2.73 | 18.2 | 2.73 | ... |
| TOTAL RECEIPTS | 2.73 | 2.1 | 3.1 | 2.42 |
| WITHDRAWALS IN INDIA. | | | | |
| Assam-Bengal | —12.33 | —82.2 | —12.33 | ... |
| Bengal Central | 2 | 1 | 2 | ... |
| Bengal-Nagpur | 5.15 | 34.3 | 5.15 | ... |
| Ditto Extensions | 89.47 | 596.5 | 89.47 | ... |
| Burma | 16.95 | 113.0 | 16.95 | ... |
| Indian Midland | 34.10 | 220.0 | 33.00 | 1.10 |
| Lucknow-Bareilly | 83 | 5.5 | 83 | ... |
| Mysore | 1.20 | 9.0 | 1.34 | —14 |
| Southern Mahratta | —9.14 | —76.2 | —11.43 | 2.29 |
| | 1,26.25 | 820.0 | 1,23.00 | 3.25 |
| Ahmedabad-Dholka | 1.03 | 7.8 | 1.08 | ... |
| Ahmedabad-Parantij | 6 | 4 | 6 | ... |
| Brahmaputra-Sultanpur | 50 | 3.3 | 50 | ... |
| Hardwar-Dehra | 54 | 3.6 | 54 | ... |
| Mymensingh-Jamalpur-Jagannathganj | 45 | 3.0 | 45 | ... |
| South Behar | —1 | —1 | —1 | ... |
| Tapti Valley | 1.00 | 6.7 | 1.00 | ... |
| | 3.62 | 24.1 | 3.62 | ... |
| TOTAL WITHDRAWALS | 1,29.87 | 844.1 | 1,26.62 | 3.25 |
| Net Withdrawals | 1,27.14 | 842.0 | 1,26.31 | 83 |
| GUARANTEED AND SUBSIDIZED RAILWAYS. | | | | |
| Net Withdrawals | 91.14 | 539.5 | 80.94 | 10.80 |

APPENDIX IV.—concluded.

TABLE VII.—CAPITAL ACCOUNT OF GUARANTEED AND SUBSIDIZED RAILWAYS—concluded.

Budget Estimate, 1904-1905.

| RAILWAYS. | Amount in Rupees. (Omitting 000.) | Amount in sterling at contract rates. (Omitting 000.) | Equivalent at Rs. 15 = £1. (Omitting 000.) | Exchange. (Omitting 000.) |
|---|-----------------------------------|---|--|---------------------------|
| GUARANTEED RAILWAYS. | | | | |
| RECEIPTS. | | | | |
| Madras | 56.30 | 516.1 | 77.41 | —21.11 |
| Bombay, Baroda and Central India | 49.79 | 332.0 | 49.79 | ... |
| TOTAL | 1,06.09 | 848.1 | 1,27.20 | —21.11 |
| ADVANCES. | | | | |
| Madras | 57.87 | 530.5 | 79.57 | —21.70 |
| Madras Extensions | 30 | 2.0 | 30 | ... |
| Bombay, Baroda and Central India | 39.00 | 260.0 | 39.00 | ... |
| TOTAL | 97.17 | 792.5 | 1,18.87 | —21.70 |
| NET RECEIPTS. | | | | |
| Madras | —1.57 | —14.4 | —2.16 | 59 |
| Madras Extensions | —30 | —2.0 | —30 | ... |
| Bombay, Baroda and Central India | 10.79 | 72.0 | 10.79 | ... |
| TOTAL | 8.92 | 55.6 | 8.33 | 59 |
| SUBSIDIZED RAILWAYS. | | | | |
| RECEIPTS. | | | | |
| Gain or remittances to India. } Southern Mahratta | ... | —13.4 | —2.01 | 2.01 |
| | ... | —13.4 | —2.01 | 2.01 |
| CAPITAL RECEIVED IN INDIA. | | | | |
| Ahmedabad-Dholka | 65 | 4.3 | 65 | ... |
| Ahmedabad-Parantij | 11 | 7 | 11 | ... |
| Brahmaputra-Sultanpur | —1 | —1 | —1 | ... |
| Hardwar-Dehra | 50 | 3.3 | 50 | ... |
| Mymensingh-Jamalpur-Jagannathganj | 27 | 1.8 | 27 | ... |
| Tapti Valley | 1.07 | 7.2 | 1.07 | ... |
| TOTAL RECEIPTS | 2.59 | 17.2 | 2.59 | ... |
| | 2.59 | 3.8 | 5.8 | 2.01 |
| WITHDRAWALS IN INDIA. | | | | |
| Assam-Bengal | —7.46 | —49.7 | —7.46 | ... |
| Bengal Central | 36 | 2.4 | 36 | ... |
| Bengal-Nagpur | 1.50 | 10.0 | 1.50 | ... |
| Ditto Extensions | 53.05 | 353.7 | 53.05 | ... |
| Burma | 6.31 | 42.1 | 6.31 | ... |
| Ditto Extensions | 15.00 | 100.0 | 15.00 | ... |
| Indian Midland | 24.55 | 163.6 | 24.55 | ... |
| Ditto Saugor-Katni | 2.19 | 14.6 | 2.19 | ... |
| Lucknow-Bareilly | —21 | —1.4 | —21 | ... |
| Mysore | 1.21 | 9.0 | 1.36 | —15 |
| Southern Mahratta | —12.19 | —81.3 | —12.19 | ... |
| TOTAL WITHDRAWALS | 84.31 | 563.0 | 84.46 | —15 |
| | 84.31 | 563.0 | 84.46 | —15 |
| Ahmedabad-Dholka | 65 | 4.3 | 65 | ... |
| Ahmedabad-Parantij | 11 | 7 | 11 | ... |
| Hardwar-Dehra | 50 | 3.3 | 50 | ... |
| Mymensingh-Jamalpur-Jagannathganj | 27 | 1.8 | 27 | ... |
| South Behar | —47 | —3.1 | —47 | ... |
| Tapti Valley | 1.07 | 7.2 | 1.07 | ... |
| TOTAL WITHDRAWALS | 86.44 | 577.2 | 86.59 | —15 |
| Net Withdrawals | 83.85 | 573.4 | 86.01 | —2.16 |
| GUARANTEED AND SUBSIDIZED RAILWAYS. | | | | |
| Net Withdrawals | 74.93 | 517.8 | 77.68 | —2.75 |

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings*, audited figures have been used as far as possible.

| RESULTS OF WORKING DURING 1ST HALF OF YEAR. | | | | | | | | | | | | | RESULTS OF WORKING FOR OFFICIAL YEAR. | | | |
|---|-------------------------------------|-------------------------------|----------------------|-------|--------------------------------|------------------|----------------------------------|-------|------------------------------------|------------------|-----------|-----------|---------------------------------------|--|--|--|
| RAILWAYS. | AVERAGE EARNINGS PER MILE PER WEEK. | | Mean mileage worked. | | Total earnings for week ending | | Earnings per mile open for week. | | Total earnings from 1st January to | | Increase. | Decrease. | | | | |
| | During 1st-half of 1903. | During official year 1902-03. | 1903. | 1904. | 14th March 1903. | 12th March 1904. | 1903. | 1904. | 14th March 1903. | 12th March 1904. | | | | | | |
| | | | | | | | | | | | | | | | | |
| State and Guaranteed Railways. | | | | | | | | | | | | | | | | |
| East Indian | 709 | 671 | 1,962 | 1,971 | 13,48,848 | 14,54,000 | 697 | 738 | 1,49,46,479 | 1,48,02,000 | ... | ... | | | | |
| Bengal Central | 172 | 183 | 139 | 139 | 20,112 | 24,300 | 145 | 175 | 2,45,332 | 2,72,000 | 26,648 | ... | | | | |
| Bengal-Nagpur (incldg. Raipur-Dhamtari 2' 6") | 184 | 169 | 1,724 | 1,866 | 3,24,332 | 3,71,000 | 188 | 199 | 34,01,449 | 38,92,000 | 4,90,571 | ... | | | | |
| Great Indian Peninsula system | 691 | 534 | 1,569 | 1,569 | 9,27,048 | 10,08,000 | 578 | 642 | 1,22,76,489 | 1,04,87,000 | ... | ... | | | | |
| Indian Midland (incldg. Bhopal-Itami) | 227 | 217 | 916 | 924 | 1,54,124 | 1,58,000 | 200 | 171 | 23,27,030 | 18,10,000 | ... | ... | | | | |
| Bewara extn. (East Coast State) | 320 | 283 | 21 | 21 | 0,096 | 5,800 | 230 | 270 | 78,915 | 5,500 | ... | ... | | | | |
| North Western (incldg. Nowshera-Dargai 2' 6") | 283 | 255 | 3,158 | 3,267 | 7,62,674 | 10,08,000 | 241 | 309 | 8,409,176 | 98,74,000 | 14,64,824 | ... | | | | |
| Oudh and Rohilkhand (incldg. m. g.) | 265 | 229 | 1,115 | 1,210 | 2,47,913 | 2,71,000 | 224 | 223 | 29,00,377 | 28,31,000 | ... | ... | | | | |
| Eastern Bengal (incldg. metre and 2' 6") | 312 | 380 | 893 | 868 | 2,47,039 | 2,93,000 | 275 | 340 | 30,33,555 | 3,40,000 | 3,60,445 | ... | | | | |
| Bombay, Baroda and Central India | 809 | 657 | 461 | 505 | 3,24,080 | 3,13,000 | 703 | 620 | 34,52,466 | 32,69,000 | ... | ... | | | | |
| Madras | 280 | 259 | 888 | 900 | 2,31,494 | 2,42,000 | 200 | 209 | 23,73,358 | 24,91,000 | 1,17,614 | ... | | | | |
| North-East line | 192 | 173 | 494 | 495 | 99,759 | 1,13,000 | 202 | 213 | 9,69,406 | 10,40,000 | 70,594 | ... | | | | |
| Hardwar-Dehra | 171 | 153 | 32 | 32 | 5,842 | 0,800 | 183 | 213 | 40,001 | 47,700 | 7,699 | ... | | | | |
| Rajputana-Malwa (incldg. Godhra-Ratlam-Nagda 5' 6") | 276 | 268 | 1,784 | 1,784 | 4,63,126 | 3,88,000 | 260 | 218 | 53,19,870 | 44,19,000 | ... | ... | | | | |
| Palanpur-Deesa | 39 | 36 | 17 | 17 | 235 | 500 | 13 | 29 | 5,923 | 4,600 | ... | ... | | | | |
| South Indian | 269 | 191 | 1,124 | 1,124 | 2,30,800 | 2,12,000 | 205 | 189 | 22,79,297 | 21,52,000 | ... | ... | | | | |
| Tinnevely-Quilon (British section) | 96 | 82 | 19 | 50 | 1,631 | 3,700 | 80 | 74 | 17,257 | 45,000 | 28,343 | ... | | | | |
| Tanjore District Board | 108 | 103 | 71 | 99 | 6,954 | 7,500 | 98 | 76 | 70,783 | 78,800 | 8,012 | ... | | | | |
| Southern Mahratta (incldg. G. M. From. sec.) | 128 | 115 | 1,165 | 1,165 | 1,26,744 | 1,62,000 | 109 | 139 | 12,90,400 | 14,05,000 | 1,14,594 | ... | | | | |
| Mysore section (Southern Mahratta) | 106 | 107 | 200 | 200 | 30,117 | 40,000 | 102 | 130 | 3,08,038 | 3,33,000 | 24,962 | ... | | | | |
| Bengal and N. W. (incldg. Tirhoot sec.) | 98 | 158 | 1,317 | 1,330 | 2,19,160 | 2,49,000 | 166 | 187 | 23,77,455 | 24,62,000 | 84,545 | ... | | | | |
| Lucknow-Bareilly | 123 | 127 | 231 | 237 | 25,498 | 23,700 | 110 | 100 | 3,01,748 | 3,08,000 | ... | ... | | | | |
| Assam-Bengal | 66 | 68 | 644 | 740 | 39,035 | 51,000 | 61 | 69 | 4,44,426 | 5,42,000 | 97,574 | ... | | | | |
| Burma | 220 | 202 | 1,311 | 1,337 | 3,28,877 | 3,59,000 | 251 | 268 | 34,05,708 | 37,04,000 | 2,98,292 | ... | | | | |
| Brahmaputra-Saltanpur | 64 | 70 | 59 | 59 | 3,394 | 4,000 | 88 | 83 | 40,538 | 52,100 | 11,562 | ... | | | | |
| Hydrabad (British section) | 78 | 78 | 124 | 124 | 10,314 | 9,700 | 78 | 78 | 1,02,478 | 1,20,000 | 19,522 | ... | | | | |
| Nilgiri | 349 | 337 | 17 | 17 | 6,014 | 4,000 | 384 | 271 | 40,985 | 42,400 | 1,415 | ... | | | | |

Standard Gauge.

Metre Gauge.

All other Railways.

[illegible]

(a) From 1st June 1903 to 14th March 1903. (b) From 15th May 1903 to 12th March 1904. (c) From 2nd June 1903 to 14th March 1903. (d) From 23rd February to 14th March 1903. (e) From 9th November 1903 to 12th March 1904.

CALCUTTA, the 24th March 1904.

A. R. JACOBSON,
Offg. Under Secretary to the Govt. of India.

SANITARY.
PLAGUE.

Calcutta, the 24th March, 1904.

The following statement of plague seizures and deaths reported in India during the week ending the 19th March 1904 is published for general information :—

904 is published for general information.

| Presidency or Province. | Division. | Districts and States, and Towns of over 50,000 inhabitants. | Traversed by what railways. | Plague seizures. | Plague deaths. |
|------------------------------------|------------------------------|---|---------------------------------------|---------------------|----------------|
| Bombay Presidency and Sind. | Northern. | Bombay City | B., B. & C. I. & G. I. P. | 943 | 849 |
| | | Dholera Port | " " " " " " " " " " | 145 | 98 |
| | | Ahmedabad City | B., B. & C. I. | 12 | 3 |
| | | Gogha Port | " " " " " " " " " " | 110 | 88 |
| | | Ahmedabad District | " " " " " " " " " " | 3 | 3 |
| | | Broach Port | B., B. & C. I. | 193 | 118 |
| | | Broach District | " " " " " " " " " " | 126 | 102 |
| | | Panch Mahals District | " " " " " " " " " " | 136 | 119 |
| | | Mahikantha State | " " " " " " " " " " | 2 323 | 1,524 |
| | | Kaira District | " " " " " " " " " " | " | " |
| | | Palanpur State | " " " " " " " " " " | " | " |
| | | Rewakantha State | " " " " " " " " " " | " | " |
| | | Bulsar Port | " " " " " " " " " " | 17 | 1 |
| | | Surat Town and Port | " " " " " " " " " " | 18 | 1 |
| | | Surat District | " " " " " " " " " " | 260 | 17 |
| | | Jhara Port | " " " " " " " " " " | " | " |
| | | Bandra Port | B., B. & C. I. | 2 | " |
| | | Utan | B., B. & C. I. | " | " |
| | | Vesava Port | B., B. & C. I. | " | " |
| | | Kelva " | B., B. & C. I. | " | " |
| | | Trombay " | G. I. P. | " | " |
| | | Tarapur " | B., B. & C. I. | " | " |
| | | Manori " | B., B. & C. I. | " | " |
| | | Mahim " | H. B. & C. I. | " | " |
| | | Dhana " | B., B. & C. I. | 6 | " |
| | | Bhiwandi " | G. I. P. | " | " |
| | | Agashi " | B., B. & C. I. | " | " |
| | | Shirgaon " | " " " " " " " " " " | 9 | " |
| | | Bassein " | G. I. P. " | " | " |
| | | Kalyan " | " " " " " " " " " " | 3 | " |
| | | Thana " | B., B. & C. I. | " | " |
| | | Umbergaon Port | " " " " " " " " " " | " | " |
| | | Kon | G. I. P. & B., B. & C. I. | 37 | " |
| | | Thana District | Dhond and Manmad (G. I. P.) | 390 | 3 |
| | Central. | Ahmednagar District | B., B. & C. I. & G. I. P. | 1,471 | 1,114 |
| | | Khandesh " | G. I. P. & N. G. | 494 | " |
| | | Nasik " | S. M. & G. I. P. | 85 | " |
| | | Poona City | " " " " " " " " " " | 120 | " |
| | | Poona District | S. M. " | 229 | " |
| | | Satara " | G. I. P. | 65 | " |
| | | Sholapur Town | " S. M. & Barsi | 429 | " |
| | | Sholapur District | " " " " " " " " " " | 19 | " |
| | | Allibag Port | " " " " " " " " " " | 3 | " |
| | | Panvel " | " " " " " " " " " " | " | " |
| | | Rohoi " | " " " " " " " " " " | 1 | " |
| | | Roha " | " " " " " " " " " " | " | " |
| | | Revdanda " | G. I. P. | 77 | " |
| | | Kolaba District | " " " " " " " " " " | 1 | " |
| | | Ratnagiri Port | " " " " " " " " " " | 16 | " |
| | | Visedrug " | " " " " " " " " " " | " | " |
| | | Southern. | Harnai " | " " " " " " " " " " | " |
| | Rajapur " | | " " " " " " " " " " | " | " |
| | Vengurla " | | " " " " " " " " " " | " | " |
| | Jaitapur " | | " " " " " " " " " " | " | " |
| | Dabhal " | | " " " " " " " " " " | " | " |
| | Joigad " | | " " " " " " " " " " | " | " |
| | Deogad " | | " " " " " " " " " " | " | " |
| | Ratnagiri District | | " " " " " " " " " " | 3 | " |
| | Belgaum " | | S. M. | 275 | " |
| | Hubli Town | | " " " " " " " " " " | 1 | " |
| | Dharwar District | | " " " " " " " " " " | 325 | " |
| | Karwar Port | | " " " " " " " " " " | " | " |
| | Sind. | | Akola Port | " " " " " " " " " " | " |
| | | Kumta Port | S. M. | 5 | " |
|  | Kanara District | | " " " " " " " " " " | " | " | |
|  | Savantvadi State | | S. M. & G. I. P. | 593 | " | |
|  | Bijapur District | | " " " " " " " " " " | " | " | |
|  | Karachi Town and Port | | N. W. | 184 | " | |
|  | Karachi District | | " " " " " " " " " " | 7 | " | |
|  | Hyderabad Town | | N. W. & J. B. | 44 | " | |
|  | Hyderabad District | | " " " " " " " " " " | 20 | " | |
|  | Thar and Parkar District | | J. B. " | " | " | |
|  | Larkhana " | | N. W. | " | " | |
|  | Sukkar District | | " " " " " " " " " " | " | " | |
|  | Khairpur State | | " " " " " " " " " " | " | " | |
|  | Political charges. | | Akalkot State | " " " " " " " " " " | 18 | " |
| | Aundh " | " " " " " " " " " " | " | " | |
| | Tuna Port " . . . . . |  | " " " " " " " " " " | 8 | " | |
| | Mandvi " | " " " " " " " " " " | " | " | |
| | Mundra " | " " " " " " " " " " | " | " | |

| Division. | Districts and States, and Towns of over 50,000 inhabitants. | Traversed by what railways. | Plague seizures. | Plague deaths. |
|-----------------------------|---|-------------------------------------|------------------|----------------|
| Bombay Presidency and Sind. | Cutch State | | | |
| | Cambay State | B. B. & C. I. | 103 | 74 |
| | Savner " | | 7 | 8 |
| | Bher " | | 7 | 6 |
| | Porbandar Port | B. G. J. P. | ... | ... |
| | Jamnagar Town and Port | | ... | ... |
| | Bhavnagar Town and Port | B. G. J. P. | 85 | 73 |
| | Mongrol Port | | ... | ... |
| | Jodia " | | ... | ... |
| | Jafrabad " | | ... | ... |
| | Veraval Port | | ... | ... |
| | Vavan " " | | 33 | 21 |
| | Kathiawar State | B., B. & C. I., Morvi & B. G. J. P. | 808 | 514 |
| | Kolhapur Town | S. M. | 27 | 27 |
| | Kolhapur and Southern Mahratta Country | | 155 | 121 |
| | Sachin State | B., B. & C. I. | ... | ... |
| | Dharapur State | | ... | ... |
| | Srivardhan Port | | ... | ... |
| | Murud " | | ... | ... |
| | Barimandla " | | ... | ... |
| | Nandgaon " | | ... | ... |
| | Janjira " | | ... | ... |
| | Janjira State | | ... | ... |
| | Velan Port | | ... | ... |
| | Billimora " | B., B. & C. I. | ... | ... |
| | Baroda City | B., B. & C. I. | 146 | 106 |
| | Baroda State | | 1076 | 761 |
| | Kodinar Port | | 1 | ... |
| | Jath " | | ... | ... |
| | Bijapur State | S. M. & G. I. P. Ry. | 7 | 9 |
| | Surat " | B. B. & C. I. | 14 | 12 |
| | Aden " | | (f) 1 | ... |
| | Total | | 11,629 | 8,693 |
| Madras Presidency. | Salem Town. | Madras | ... | ... |
| | Salem District | | ... | ... |
| | Bellary Cantonment | S. M. | (c) 39 | (c) 27 |
| | Bellary Town | | ... | ... |
| | Bellary District | S. M. & Madras | 6 | 7 |
| | Coimbatore Town | Madras | (b) 183 | (b) 144 |
| | Coimbatore District | Madras, S. I. & Nilgiri | 4 | ... |
| | Nilgiris " | Madras | 66 | 56 |
| | North Arcot " | S. I. & Madras | 8 | 5 |
| | South Arcot District | S. I. | (c) 84 | (b) 66 |
| | Cuddalore Port | | ... | ... |
| | Tinnevely District | S. I. | ... | ... |
| | Malabar " | Madras | ... | ... |
| | Cuddapah " | S. I. & Madras | (x) 28 | (x) 18 |
| | Mangalore Port | | 25 | 19 |
| | Ermala " | | ... | ... |
| | South Canara District | Madras & S. I. | (f) 3 | (f) 2 |
| | Madras City | S. I. & Madras | (f) 1 | ... |
| | Chinglepat District | S. M. & Madras | (x) 8 | (x) 7 |
| | Kurnool " | Madras | ... | ... |
| | Godaveri " | S. I. | ... | ... |
| | Tanjore " | Madras, S. I. & S. M. | (a) 38 | (a) 34 |
| | Anantapur " | S. I. | ... | ... |
| | Madura " | | ... | ... |
| | Cochin State | | ... | ... |
| | Total | | 487 | 385 |
| Presidency | Calcutta | E. I., E. B. S. & B. N. | 325 | 295 |
| | Nadia District | E. B. S. & B. C. & R. K. | ... | ... |
| | 24-Parganas District | | (x) 2 | 2 |
| | Khulna District | | ... | ... |
| | Howrah Town | B. N. & H. A. | ... | ... |
| | Midnapore District | | (f) 2 | 2 |
| | Hooghly District | | (f) 6 | 4 |
| | Howrah District | E. L. B. N. H. A. & H. S. | (f) 2 | 2 |
| | Burdwan District | | ... | ... |
| | Birbhum District | E. I. | ... | ... |
| Patna | Champaran District | B. & N. W. | ... | ... |
| | Chapra Town | B. & N. W. | ... | ... |
| | Saran District | | ... | ... |
| | Gaya Town | | 1013 | 931 |
| | Gaya District | | 276 | 276 |
| | Muzaffarpur District | E. & N. W. | 460 | 380 |
| | Darbhanga Town | | 195 | 237 |
| | Darbhanga District | E. I. | 108 | 91 |
| | Shahabad " | | 47 | 36 |
| | Patna City | | 558 | 562 |
| Bhagalpur | Patna District | | 116 | 116 |
| | Monghyr Town | | 1739 | 1695 |
| | Monghyr District | | 78 | 70 |
| | Bhagalpur Town | | 324 | 226 |
| | Bhagalpur District | " & B. & N. W. | 50 | 135 |
| | Sonthal Parganas District | | 27 | 24 |
| | Palamau District | | 1 | 1 |
| | Hazaribagh " | | 5 | 4 |
| | Cuttack District | | ... | ... |
| | Total | | 3 | 3 |
| Chota Nagpur. | | | 5337 | 5,092 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| Orissa | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

(a) Two imported cases
 (b) Six " cases
 (c) Seven " "

(d) Four imported cases.
 (e) Imported.
 (f) One imported case.
 (h) Three " cases.

| Presidency or Province. | Division. | Districts and States, and Towns of over 50,000 inhabitants. | Traversed by what railways. | Plague seizures. | Plague deaths. |
|-------------------------|----------------------|---|--|------------------|----------------|
| United Provinces. | Allahabad | Allahabad City | E. I. | 691 | 676 |
| | | Allahabad District | " & O. & R. | 206 | 206 |
| | | Cawnpore City | E. I., O. & R., B., B. & C. I. & G. I. P. (I. M. Sec.) | 46 | 41 |
| | | Cawnpore District | " " " " | 161 | 130 |
| | | Fatehpur | E. I. | 146 | 125 |
| | | Banda | G. I. P. (I. M. Sec.) & E. I. R. | 1 | 1 |
| | | Jhansi City | G. I. P. (" ") | 120 | 117 |
| | | Jhansi District | " (" ") | 192 | 170 |
| | | Hamirpur | " (" ") | | |
| | | Jalonn | " (" ") | | |
| | Benares | Benares Cantonment | B. & N. W. & O. & R. | 27 | 27 |
| | | Benares City | B. & N. W. O. & R. & E. I. | 99 | 99 |
| | | Benares District | B. & N. W. | 1107 | 1107 |
| | | Ballia | O. & R. | 462 | 206 |
| | | Jaunpur City | " & B. & N. W. | 630 | 540 |
| | | Jaunpur District | E. I. & B. & N. W. | 178 | 128 |
| | | Ghazipur | E. I. | 116 | 107 |
| | | Mirzapur City | " & O. & R. | 75 | 60 |
| | Fyzabad | Mirzapur District | " " " " | 50 | 40 |
| | | Bahraich District | O. & R. | 74 | 50 |
| | | Gonda | " " " " | 34 | 28 |
| | | Partabgarh | " " " " | 300 | 280 |
| | | Sultanpur | B. & N. W. | 666 | 666 |
| | | Ajodhia | " & O. & R. | 1639 | 1560 |
| | | Fyzabad City | " " " " | 68 | 60 |
| | | Fyzabad District | B. & N. W. | 363 | 210 |
| | Gorakhpur | Bara Banki Town | " " " " | 156 | 130 |
| | | Bara Banki District | " " " " | 69 | 50 |
| | | Azamgarh City | B. & N. W. & O. & R. | 175 | 140 |
| | | Azamgarh District | " " " " | 800 | 200 |
| | | Gorakhpur City | " & N. W. | 101 | 100 |
| | Meerut | Gorakhpur District | " " " " | 101 | 100 |
| | | Basti | " " " " | 101 | 100 |
| | | Meerut City | N. W. | 101 | 100 |
| | | Meerut Cantonment | " " " " | 101 | 100 |
| | | Meerut District | " O. & R. & E. I. | 101 | 100 |
| | | Muzaffarnagar City | " " " " | 101 | 100 |
| | | Muzaffarnagar District | " " " " | 101 | 100 |
| | | Aligarh | E. I. & O. & R. | 101 | 100 |
| | Lucknow | Saharanpur | O. & R. & N. W. | 101 | 100 |
| | | Hardwar Union | O. & R. | 101 | 100 |
| | | Roorkee Town | " " " " | 101 | 100 |
| | | Bulandshahr District | E. I. & O. & R. | 101 | 100 |
| | | Dehra Dun | B. & N. W. & O. & R. | 101 | 100 |
| | | Unao District | O. & R. & B. & N. W. | 41 | 30 |
| | | Lucknow City | O. & R., B. & N. W. & R. K. | 342 | 250 |
| | | Lucknow District | " " " " | 255 | 200 |
| | Agra | Hardoi | O. & R. | 45 | 30 |
| | | Rae Bareilly | " " " " | 183 | 100 |
| | | Sitapur | R. K. | 166 | 100 |
| Kheri | | " " " " | 35 | 30 | |
| Etawah City | | E. I. | 335 | 300 | |
| Etawah District | | " " " " | 261 | 200 | |
| Fatehgarh | | B., B. & C. I. | 208 | 100 | |
| Farrukhabad Town | | " " " " | 225 | 100 | |
| Rohilkhand | Farrukhabad District | " " " " | 1 | 100 | |
| | Mainpuri | E. I. | 78 | 100 | |
| | Agra City | B., B. & C. I., G. I. P. & E. I. | 10 | 100 | |
| | Agra District | " " " " | 24 | 100 | |
| | Etah | " " " " | 11 | 100 | |
| | Muttra District | " " " " | 20 | 100 | |
| | Muttra City | " " " " | (a)1 | 100 | |
| | Bareilly City | R. & K. & O. & R. | 11 | 100 | |
| Kumaon | Bareilly District | R. & K. | 20 | 100 | |
| | Shahjahanpur | " & O. & R. | 101 | 100 | |
| | Shahjahanpur City | " " " " | 101 | 100 | |
| | Bijnor District | " " " " | 101 | 100 | |
| | Naini Tal | O. & R. | 101 | 100 | |
| Punjab | Jullunder | Garhwal District | " " " " | 101 | 100 |
| | | Jullunder City | | 102 | 100 |
| | | Jullunder District | N. W. | 831 | 100 |
| | | Hoshiarpur | " " " " | 1020 | 100 |
| | | Ferozepur | N. W. | 720 | 100 |
| | Lahore | Kangra | " " " " | 141 | 100 |
| | | Amritsar City | N. W. | 1517 | 100 |
| | | Amritsar District | " " " " | 437 | 100 |
| | | Gurdaspur | " " " " | 18 | 100 |
| | | Lahore | " " " " | 18 | 100 |
| Lahore City | " " " " | 18 | 100 | | |
| Total | | | | 10,393 | 9,000 |

(a) Imported case.

| Division. | Districts and States, and Towns of over 50,000 inhabitants. | Traversed by what railways. | Plague seizures. | Plague deaths. |
|-------------------------------------|---|--------------------------------------|------------------|----------------|
| Punjab | Rawalpindi District | N. W. | 15 | 14 |
| | Gujrat " | " | ... | ... |
| | Gujranwala " | " | 576 | 555 |
| | Sialkot " | " | 1,519 | 1,006 |
| | Shahpur " | " | 1,240 | 821 |
| | Jhelum " | " | 227 | 147 |
| | Lahore " | " | ... | ... |
| | Multan " | " | ... | ... |
| | Montgomery " | " | ... | ... |
| | Mianwali " | " | ... | ... |
| | Gurgaon " | B., B. & C. I. | 49 | 41 |
| | Delhi " | E. I., O. & R., B. B. & C. I., N. W. | 121 | 79 |
| | Hissar " | B., B. & C. I. & N. W. | 96 | 93 |
| | Karnal " | E. I. | 40 | 24 |
| | Simla " | S. K. | ... | ... |
| | Ludhiana " | N. W. | (h) 2,341 | (h) 1,816 |
| | Umballa " | N. W. & E. I. | (h) 1,165 | (h) 917 |
| | Rohatak " | N. W. | 267 | 194 |
| | Patiala City | Rajpura-Bhatinda (N. W. Ry.) | ... | ... |
| | Patiala State | N. W., E. I., B., B. & C. I. & J. B. | 350 | 293 |
| | Kapurthala State | N. W. | 221 | 167 |
| | Kalsia " | E. I. | 135 | 71 |
| | Malerkotla " | N. W. | 506 | 396 |
| | Jind " | N. W. & B. B. & C. I. | 192 | 148 |
| | Faridkot " | " | 10 | 2 |
| Total | | | 13,846 | 10,174 |
| Central Provinces (including Berar) | Nimar District | G. I. P. & B., B. & C. I. | 187 | 150 |
| | Hoshangabad Town | G. I. P. | 1 | 1 |
| | Hoshangabad District | G. I. P. | (g) 267 | 206 |
| | Narsingpur Town | " | 2 | 2 |
| | Narsingpur District | " | 359 | 204 |
| | Chhindwara " | B. N. | 19 | 16 |
| | Khandwa Town | B. B. & C. I. & G. I. P. | (f) 25 | (f) 26 |
| | Betul District | " | 3 | 1 |
| | Nagpur City | B. N. & G. I. P. | 99 | 100 |
| | Nagpur District | " | 332 | 317 |
| | Wardha Town | G. I. P. | ... | ... |
| | Wardha District | " | (b) 193 | (g) 170 |
| | Chanda " | " | 25 | 25 |
| | Bhandara Town | B. N. | 67 | 61 |
| | Bhandara District | " | (c) 91 | (c) 58 |
| | Balaghat " | " | 53 | 30 |
| | Balaghat Town | E. I. & G. I. P. | 17 | 6 |
| | Jubbulpore Town | E. I. & G. I. P. | (c) 17 | (g) 14 |
| | Jubbulpore District | G. I. P. (I. M. Sec.) | (f) 434 | (f) 308 |
| | Damoh Town | " | ... | ... |
| | Damoh " | " | (a) 3 | ... |
| | Saugor Cantonment | " | ... | ... |
| | Saugor Town | " | 174 | 100 |
| | Saugor District | " | 224 | 217 |
| | Seoni " | B. N. | ... | ... |
| | Mandla " | " | ... | ... |
| Chhattisgarh | Bilaspur Town | " | 5 | 3 |
| | Bilaspur District | " | 1 | ... |
| | Raipur District | B. N. | ... | ... |
| | Sambalpur " | " | ... | ... |
| | Akola " | G. I. P. | (f) 173 | (f) 155 |
| | Buldana " | " | 55 | 41 |
| | Wun " | " | 8 | 7 |
| | Basim " | " | (f) 44 | (f) 41 |
| | Amraoti " | G. I. P. | 263 | 226 |
| | Ellichpur " | " | (f) 194 | (f) 171 |
| Total | | | 3,324 | 2,804 |
| Assam Valley | Dibrugarh Town (Lakhimpur District) | D. S. | ... | ... |
| | ... | ... | ... | ... |
| Total | | | ... | ... |
| Mysore | Bangalore City | S. M. & Madras | 23 | 14 |
| | Bangalore Civil and Military Station | " | 46 | 41 |
| | Bangalore District | " | 84 | 69 |
| | Mysore City | S. M. | 5 | 3 |
| | Mysore District | " | 45 | 37 |
| | Kolar " | Madras & S. M. | 44 | 28 |
| | Kolar Gold Fields | " | 17 | 10 |
| | Tumkur District | S. M. | 28 | 19 |
| | Shimoga " | " | 18 | 11 |
| | Chitaldrug " | " | 10 | 10 |
| | Kadur " | " | 20 | 15 |
| | Hassan " | " | 28 | 14 |
| Total | | | 377 | 271 |

(a) Imported.
 (b) Four imported cases.
 (c) 3 cases.
 (d) One imported case.

(f) Including 1 imported case.
 (g) 2 cases.
 (h) For week ending 12th March 1904.

| Presidency or Province. | Division. | Districts and States, and Towns of over 50,000 inhabitants. | Traversed by what railways. | Plague seizures. | Plague deaths. | | |
|-------------------------|----------------|---|----------------------------------|------------------|----------------|-------|-------|
| Hyderabad State. | ... | Aurangabad District | N. G. S. | 161 | 123 | | |
| | | Bir | N. G. S. | 116 | 115 | | |
| | | Hyderabad | N. G. S. | 2 | 1 | | |
| | | Indur | G. I. P. & Barri | (a) 138 | (a) 116 | | |
| | | Usmanabad | S. M. | 69 | 53 | | |
| | | Lingsagar | N. G. S. | 104 | 72 | | |
| | | Paribani | G. I. P. & Madras | ... | ... | | |
| | | Raicher | G. I. P. & N. G. S. | ... | ... | | |
| | | Galburga | N. G. S. | 2 | 2 | | |
| | | Nander | N. G. S. | ... | ... | | |
| Total | | | | 592 | 481 | | |
| Central India. | ... | Indore City | B., B. & C. I. | 476 | 421 | | |
| | | Indore State | B., B. & C. I. | ... | ... | | |
| | | Ujjain City | B., B. & C. I. & G. I. P. | 188 | (b) 157 | | |
| | | Gwalior City | G. I. P. (I. M. Sec.) & Gwalior | 17 | 8 | | |
| | | Gwalior State | G. I. P. (I. M. Sec.) | 36 | 36 | | |
| | | Dhar State | G. I. P. | (b) 678 | 678 | | |
| | | Bhopal City | B., B. & C. I. (Rajputana Malwa) | ... | ... | | |
| | | Pathari State | " | ... | ... | | |
| | | Bhopal State | " | 16 | 11 | | |
| | | Mhow Cantonment | " | 4 | 2 | | |
| | | Nimach | " | ... | ... | | |
| | | Indore Residency | " | 39 | 39 | | |
| | | Rutlam City | " | 120 | 119 | | |
| | | Rutlam State | " | 37 | 37 | | |
| | | Dewas Town | " | 14 | ... | | |
| | | Dewas State | " | ... | ... | | |
| | | Narsingarh State | " | ... | ... | | |
| | | Tonk State (portion in Central India) | " | ... | ... | | |
| | | Sehore | " | ... | ... | | |
| | | Sailana | " | ... | ... | | |
| | | Piploda District | " | ... | ... | | |
| | | Bagli State | " | ... | ... | | |
| | | Jhabua | " | 218 | 13 | | |
| | | Jaora | " | ... | ... | | |
| | | Jaora Town | " | ... | ... | | |
| | | Agar Military Station | " | ... | ... | | |
| | | Manpur | " | 16 | ... | | |
| | | Sitamaru State | " | ... | ... | | |
| | | Total | | | | 1,859 | 1,64 |
| | | Rajputana | ... | Abu Road | B., B. & C. I. | (c) 1 | (c) 1 |
| Ajmer District | " | | | (c) 2 | (c) 2 | | |
| Mewar State | " | | | 580 | 580 | | |
| Partabgarh | " | | | 21 | ... | | |
| Chitor (Udaipur State) | " | | | 1 | ... | | |
| Tonk State | B., B. & C. I. | | | 146 | 10 | | |
| Marwar | " J. B. | | | ... | ... | | |
| Jaipur | " | | | 131 | 10 | | |
| Kishengarh Town | " | | | ... | ... | | |
| Bikanir State | J. B. | | | 61 | ... | | |
| Jhalawar | " | | | ... | ... | | |
| Sirohi | B. B. & C. I. | | | 168 | 10 | | |
| Shahpura | " | | | 213 | 10 | | |
| Alwar | B. B. & C. I. | | | 1 | ... | | |
| Banswara Town | " | | | ... | ... | | |
| Bharatpur State | " | | | ... | ... | | |
| Falna | " | | | ... | ... | | |
| Total | | | | 1,859 | 1,00 | | |
| Kashmir | ... | Hamirpur-Sidhan (Akhnur Tahsil) | " | ... | ... | | |
| | | Jammu City | " | ... | ... | | |
| | | Jammu Province | N. W. | 612 | ... | | |
| | | Srinagar District | " | 138 | ... | | |
| | | Srinagar City | " | ... | ... | | |
| Total | | | | 744 | ... | | |
| N.-W. F. Province. | ... | Abbottabad Town | " | ... | ... | | |
| | | Hazara District | " | ... | ... | | |
| | | Peshawar | " | ... | ... | | |
| Total | | | | ... | ... | | |
| Baluchistan. | ... | Soomiani | " | ... | ... | | |
| | | Hirok | N. W. | ... | ... | | |
| | | Sibi | " | ... | ... | | |
| Total | | | | ... | ... | | |
| GRAND TOTAL | | | | 49,848 | 40 | | |

(a) Figures from 8th to 14th March 1904.

(b) Figures for week ending 12th March 1904.

(c) Imported.

H. H. RISLEY,
Secretary to the Government of India

WHOLESALE AND RETAIL PRICES IN THE SECOND HALF OF
FEBRUARY 1904 OF:

RICE
WHEAT AND FLOUR
BARLEY
JAWAR AND BAJRA
RAGI
KANGNI

MAIZE
GRAM AND PULSE
GHI
SUGAR
SALT
TOBACCO

TURMERIC
GRASS AND STRAW
JAWAR STALKS
BHUSA
SHEEP, GOATS, AND BULLOCKS

GOVERNMENT OF INDIA
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE SECOND HALF OF FEBRUARY

| Districts | RICE, UNHUSKED | | RICE, HUSKED | | WHEAT | | FLOUR (WHEAT) | | BARLEY | | JAWAR | |
|--------------------------------|-------------------|-------|-----------------|------------------|-------|-------|------------------|-------|--------|-------|-------|-------|
| | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 |
| Burma— | | | | | | | | | | | | |
| <i>Tenasserim—</i> | | | | | | | | | | | | |
| Mergui | ... | ... | ... | 85.96 | ... | ... | ... | ... | ... | ... | ... | ... |
| Tavoy | ... | ... | 29.23 | 29.22 | ... | ... | ... | ... | ... | ... | ... | ... |
| Moulmein and Amherst | ... | ... | 35.55 | 28.32 | 55.65 | 55.65 | ... | ... | ... | ... | ... | ... |
| <i>Pegu (deltaic)—</i> | | | | | | | | | | | | |
| Rangoon | ... | ... | 21.33 | 21.92 | 27.12 | 32 | ... | ... | ... | ... | ... | ... |
| Thongwa | ... | ... | 31.68 | 29.63 | ... | ... | ... | ... | ... | ... | ... | ... |
| Bassein | ... | ... | 28.07 | 27.95 | ... | ... | ... | ... | ... | ... | ... | ... |
| <i>Pegu (inland)—</i> | | | | | | | | | | | | |
| Henzada | ... | ... | 28.19 | 27 | ... | ... | ... | ... | ... | ... | ... | ... |
| Toungoo | ... | ... | 26.89 | 34.97 | ... | ... | ... | ... | ... | ... | ... | ... |
| <i>Upper Burma—</i> | | | | | | | | | | | | |
| Mandalay | ... | ... | 34.59 | 34.59 | 29.09 | 31.84 | ... | ... | ... | ... | ... | ... |
| Bamo | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Pakokku | ... | ... | 36.1 | 33.17 | ... | ... | ... | ... | ... | ... | ... | ... |
| <i>Arakan—</i> | | | | | | | | | | | | |
| Kyaukpada | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Akyab | ... | ... | 28.57 | 33.33 | ... | ... | ... | ... | ... | ... | ... | ... |
| Assam— | | | | | | | | | | | | |
| <i>Brahmaputra—</i> | | | | | | | | | | | | |
| Goalpara | 12.5 | 15 | 26.25 | 30 | ... | ... | ... | ... | ... | ... | ... | ... |
| Gauhati | ... | ... | 25 | 26.25 | ... | ... | ... | ... | ... | ... | ... | ... |
| Bengal— | | | | | | | | | | | | |
| <i>Eastern—</i> | | | | | | | | | | | | |
| Chittagong | ... | ... | 28.75 | 30 | ... | ... | ... | ... | ... | ... | ... | ... |
| Dacca | ... | ... | 25 | 27.5 | 27.5 | 25 | ... | ... | 27.5 | 20 | ... | ... |
| <i>Deltaic—</i> | | | | | | | | | | | | |
| Midnapur | ... | ... | 25 | 27.5 to 30 | ... | ... | ... | ... | ... | ... | ... | ... |
| Calcutta | ... | ... | 42.5 | 40 | 32.5 | 30 | ... | ... | 25 | 23.75 | 23.75 | 25 |
| <i>Central—</i> | | | | | | | | | | | | |
| Bardwan | ... | ... | 29.53 | 31.25 | ... | ... | ... | ... | ... | ... | ... | ... |
| Pabna | ... | ... | 24.06 | 29.53 | 24.22 | 22.19 | ... | ... | ... | ... | ... | ... |
| <i>Northern—</i> | | | | | | | | | | | | |
| Rangpur | ... | ... | 24.43 | 27.5 | 33.23 | 32.5 | ... | ... | ... | ... | ... | ... |
| <i>Orissa—</i> | | | | | | | | | | | | |
| Cuttack | ... | ... | 18.75 | 23.12 | 26.25 | 28.12 | ... | ... | ... | ... | ... | ... |
| <i>Bihar, south—</i> | | | | | | | | | | | | |
| Patna | ... | ... | 25 | 28.12 | 25 | 28.12 | ... | ... | 14.37 | 18.75 | 16.25 | 19.37 |
| <i>Bihar, north—</i> | | | | | | | | | | | | |
| Bhagalpur | ... | ... | 28.75 | 25.94 | 28.75 | 28.75 | ... | ... | 17.5 | 17.5 | ... | ... |
| Muzaffarpur | ... | ... | 25 | 27.5 | 25 | 28.12 | ... | ... | 14.53 | 15.62 | ... | ... |
| United Provinces: | | | | | | | | | | | | |
| (a) AGRA— | | | | | | | | | | | | |
| <i>Eastern—</i> | | | | | | | | | | | | |
| Banars | 15.99 | 17.92 | 28.23 | 26.44 | 26.51 | 26.51 | 32.97 | 32.34 | 17.08 | 18.33 | 17.08 | 16.75 |
| <i>Central—</i> | | | | | | | | | | | | |
| Cawnpore | 18.18 | 17.76 | 31.98 | 29.63 | 25 | 25 | 28.59 | 29.63 | 16.3 | 17.76 | 15.69 | 15.75 |
| Jhansi | 20 | 20 | 43.23 | 36.35 | 27.61 | 30.26 | ... | ... | 18.65 | 18.18 | 14.69 | 15.75 |
| <i>Western—</i> | | | | | | | | | | | | |
| Meerut | ... | ... | 50 | 36.46 | 24.22 | 26.51 | 30.78 | 32 | 15.69 | 17.76 | 15.36 | 15.75 |
| Agra | 23.59 | 19.06 | 47.03 | 47.03 | 25 | 26.67 | 28.54 | 31.98 | 15.69 | 18.59 | 15.1 | 15.75 |
| <i>Submontane, west—</i> | | | | | | | | | | | | |
| Shahjahanpur | ... | 18.18 | ... | 33.33 | 25.78 | 25 | ... | ... | 15.99 | 14.79 | ... | 16.75 |
| (b) OUDH— | | | | | | | | | | | | |
| <i>Southern—</i> | | | | | | | | | | | | |
| Lucknow | 18.75 | 18.18 | 30.73 | 31.25 | 25.78 | 25 | 31.41 | 30.78 | 15.99 | 15.99 | 17.13 | 17.75 |
| <i>Northern—</i> | | | | | | | | | | | | |
| Fyzabad | 17.5 | 17.5 | 37.5 | 37.5 | 25.62 | 25.36 | ... | ... | 18.75 | 17.76 | 16.87 | ... |

* The figures under "Rice, husked" represent the prices of common rice

The figures state prices in rupees per ten maunds)

| BAJRA | | BAGI | | MAIZE | | GRAM | | ARHAR DÁL | | GRI | | DISTRICTS |
|----------------|----------------|-------|-------|----------------|----------------|--------------------------|-------------------------|----------------------|----------------------|------------------|------------------|----------------------|
| 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | |
| | | | | | | | | | | | | Burma— |
| | | | | | | | | | | | | Tenasserim— |
| | | | | | | | | | | | | Mergui |
| | | | | | | 40.76 | 40.76 | 50 | 50 | | | Tavoy |
| | | | | | | | | | | | | Moulmein and Amherst |
| | | | | | | 23.88 | 25.4 | 25.4 | 29.63 | | | Pegu (deltaic) — |
| | | | | | | 37.65 | 28.19 | | | | | Rangoon |
| | | | | | | | | | | | | Thongwa |
| | | | | | | | | | | | | Bassoin |
| | | | | | | 33.86 | | 45.71 | 48.12 | | | Pegu (inland) — |
| | | | | | | 36.99 | 38.1 | | | | | Henzada |
| | | | | | | | | | | | | Toungoo |
| | | | | | | 31.53 | 24.24 | 45.39 | 46.33 | | | Upper Burma — |
| | | | | | | 30.05 | 20 | 41.29 | 41.29 | | | Mandalay |
| | | | | | | | | | | | | Bamo |
| | | | | | | | | | | | | Pakokku |
| | | | | | | 38.1 | 40 | 50 | 57.14 | | | Arakan— |
| | | | | | | | | | | | | Kyaukpya |
| | | | | | | | | | | | | Akyab |
| | | | | | | | | | | | | Assam— |
| | | | | | | | | | | | | Brahmaputra — |
| | | | | | | | | | | | | Goalpara |
| | | | | | | | | | | | | Gauhati |
| | | | | | | 31.25 | 30 | 40 | 40 | 360 | 310 | Bengal— |
| | | | | | | 27.5 | 28.75 | 28.75 | 27.5 | 400 | 400 | Eastern— |
| | | | | | | | | | | | | Chittagong |
| | | | | | | | | | | | | Dacca |
| | | | | | | 33.75 | { 23.75 to 27.5 } | { 35 to 37.5 } | { 35 to 37.5 } | 325 | 300 | Deltaic— |
| 22.5 | 22.5 | | | 22.5 | 21.25 | 27.5 | 25 | 47.5 | 45 | 390 | 390 | Midnapur |
| | | | | | | | | | | | | Calcutta |
| | | | | | | { 22.5 and 23.75 } | 25 | 31.25 | 30 | 320 | 300 | Central— |
| | | | | | | 26.56 | 25.81 | 35.47 | 40.78 | 530 | 520 | Bardwan |
| | | | | | | | | | | | | Pabna |
| | | | | 20 | 22.5 | 26.46 | 27.5 | 37.5 | 37.5 | 328.85 | 360 | Northern— |
| | | | | | | 23.28 | 19.69 | 21.87 | 21.56 | 337.5 | 318.75 | Rangpur |
| | | | | | | | | | | | | Orissa— |
| | | | | | | | | | | | | Cuttack |
| | | 13.12 | | 13.75 | 15 | 16.87 | 17.66 | 27.5 | 24.37 | 250 | 260 | Bihar, south— |
| | | | | | | | | | | | | Patna |
| | | 14.53 | 15.04 | 17.34 13.91 | 15.62 15.94 | 21.09 20 | 18.75 20 | 35 31.87 | 35 27.5 | 300 290.94 | 293.41 255.94 | Bihar, north— |
| | | | | | | | | | | | | Bhagalpur |
| | | | | | | | | | | | | Muzaffarpur |
| | | | | | | | | | | | | United Provinces: |
| | | | | | | | | | | | | (a) AGRA— |
| 16.07 | 16.04 | | | 15 | 15.88 | 17.97 | 16.04 | 34.9 | 30.36 | 325.99 | 308.8 | Eastern— |
| | | | | | | | | | | | | Benares |
| 13.33 13.59 | 17.4 17.08 | | | 14.79 12.5 | 15.05 ... | 17.03 15.88 | 17.76 18.18 | ... | ... | 290.88 304.81 | 266.67 256.09 | Central— |
| | | | | | | | | | | | | Cawnpore |
| | | | | | | | | | | | | Jhansi |
| 15.90 15.68 | 21.04 19.48 | | | 14.82 17.03 | 19.06 ... | 17.76 18.18 | 21.04 20 | 30.78 38.07 | 28.19 35.07 | 301.74 280.62 | 278.28 245.15 | Western— |
| | | | | | | | | | | | | Meerut |
| | | | | | | | | | | | | Agra |
| | 19.06 | | | | 15.99 | 20.21 | 22.24 | ... | 22.24 | 320 | 280 | Budmontane, west— |
| | | | | | | | | | | | | Shahjahanpur |
| 17.56 | 15.99 | | | 14.63 | 15.99 | 20 | 18.18 | ... | 23.54 | 300 | 290 | (b) OUDH— |
| | | | | | | | | | | | | Southern— |
| | | | | | | | | | | | | Lucknow |
| 16.76 | | | | 15 | ... | 20 | 18.28 | ... | ... | 340 | 309 | Northern— |
| | | | | | | | | | | | | Fyzabad |

WHOLESALE PRICES FOR THE SECOND HALF OF FEBRUARY—continued

| DISTRICTS | SUGAR, RAW (Gir) | | SALT | | TOBACCO LEAF | | TURMERIC | | GRASS | | STRAW | |
|------------------------|---------------------------------|---------------------------------|---------------------|---------------------|-----------------------------------|--------------------------------|------------------------|------------------------|-------|-------|-------|------|
| | 1904 | 1908 | 1904 | 1908 | 1904 | 1908 | 1904 | 1908 | 1904 | 1908 | 1904 | 1908 |
| Burma— | | | | | | | | | | | | |
| Tenasserim— | | | | | | | | | | | | |
| Mergui | ... | ... | 18'56 | 18'56 | ... | ... | ... | ... | ... | ... | ... | ... |
| Tavoy | ... | ... | 22'54 | 22'54 | ... | ... | ... | ... | ... | ... | ... | ... |
| Moulmein and Amherst . | ... | ... | 18'77 | 18'77 | ... | ... | ... | ... | ... | ... | ... | ... |
| Pegu (deltaic)— | | | | | | | | | | | | |
| Rangoon | ... | ... | 19'05 | 19'05 | ... | ... | ... | ... | ... | ... | ... | ... |
| Thongwa | ... | ... | 22'46 | 20'19 | ... | ... | ... | ... | ... | ... | ... | ... |
| Bassein | ... | ... | 21'61 | 22'61 | ... | ... | ... | ... | ... | ... | ... | ... |
| Pegu (inland) | | | | | | | | | | | | |
| Henzada | ... | ... | 21'26 | 20'01 | ... | ... | ... | ... | ... | ... | ... | ... |
| Toungoo | ... | ... | 24'24 | 24'81 | ... | ... | ... | ... | ... | ... | ... | ... |
| Upper Burma— | | | | | | | | | | | | |
| Nandalay | ... | ... | 23'1 | 22'54 | ... | ... | ... | ... | ... | ... | ... | ... |
| Pamo | ... | ... | 24'71 | 24'71 | ... | ... | ... | ... | ... | ... | ... | ... |
| Fakokkn | ... | ... | | | ... | ... | ... | ... | ... | ... | ... | ... |
| Arakan— | | | | | | | | | | | | |
| Kyaukpys | ... | ... | 25 | 26'3 | ... | ... | ... | ... | ... | ... | ... | ... |
| Akyab | ... | ... | | | ... | ... | ... | ... | ... | ... | ... | ... |
| Assam— | | | | | | | | | | | | |
| Brahmaputra — | | | | | | | | | | | | |
| Goalpara | 53'75 | 50 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Gauhati | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Jengal— | | | | | | | | | | | | |
| Eastern— | | | | | | | | | | | | |
| Chittagoug | 60 | 42'5 | 26'25 | 35 | 117'5 | 120 | ... | ... | ... | ... | ... | ... |
| Dacca | 70 | 50 | 32'5 | 37'5 | 75 | 80 | ... | ... | 3'12 | 3'12 | ... | ... |
| Deltaic— | | | | | | | | | | | | |
| 'Midnapur | { 40 to 42'5 } 42'5 | { 37'5 to 40 } 42'5 | { 28'75 } | { 34'37 } | { 87'5 and 117'5 } 90 | { 65 and 82'5 } 70 | ... | ... | ... | ... | 6'25 | 1'35 |
| Calcutta | 42'5 | 42'5 | 26'25 | 33'12 | ... | ... | ... | ... | 11'25 | 11'25 | 10 | 7'5 |
| Central— | | | | | | | | | | | | |
| Bardwan | 48'12 | 40 | 27'81 | 32'5 | ... | ... | ... | ... | ... | ... | 7'5 | 5 |
| Pabna | 43'75 | 41'25 | 32'06 | 36'87 | 120 | 80 | ... | ... | ... | ... | 10 | 10 |
| Northern— | | | | | | | | | | | | |
| Rangpur | 48'85 | 50 | 33'23 | 38'75 | 62'19 | 100 | ... | ... | 1'87 | 1'86 | 7'5 | 4'37 |
| Orissa— | | | | | | | | | | | | |
| Cuttack | 40 | 45 | 25 | 30 | 42'5 | 42'5 | ... | ... | 4'37 | 5'31 | 4'37 | 5 |
| Bihar, south— | | | | | | | | | | | | |
| Patna | 32'5 | 30 | 30'62 | 35'62 | 40 | 40 | ... | ... | 3'12 | 3'75 | 3'75 | 3'75 |
| Bihar, north— | | | | | | | | | | | | |
| Bhagalpur | 35 | 28'75 | 31'56 | 36'25 | 54'69 | 50 | ... | ... | ... | ... | ... | ... |
| Muzaffarpur | 28'58 | 20'94 | 31'87 | 40 | 80 | 80 | ... | ... | ... | ... | ... | ... |
| United Provinces: | | | | | | | | | | | | |
| (a) AGRA— | | | | | | | | | | | | |
| Eastern— | | | | | | | | | | | | |
| Banaras | 37'66 | 36'16 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Central— | | | | | | | | | | | | |
| Cawnpore | 36'35 | 33'33 | ... | ... | 57'5 | 62'5 | 55 | 52'5 | ... | ... | ... | ... |
| Jhansi | 40 | 40 | ... | ... | ... | ... | 53'23 | 50 | ... | ... | ... | ... |
| Western— | | | | | | | | | | | | |
| Meerut | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Agra | 38'07 | 26'32 | ... | ... | 80 | 123'07 | 45 | 50 | 5 | 3'75 | 5 | ... |
| Submontane, west— | | | | | | | | | | | | |
| Shahjahanpur | ... | 33'53 | ... | ... | ... | ... | { 55 and 60 } | { 55 and 60 } | ... | ... | ... | ... |
| (b) OUDH — | | | | | | | | | | | | |
| Southern— | | | | | | | | | | | | |
| Lucknow | 34'69 | 32'5 | ... | ... | 50 | 60 | ... | ... | 5 | 3'96 | ... | ... |
| Northern | | | | | | | | | | | | |
| Fyzabad | 31'25 | 30 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

(The figures state prices in rupees per ten maunds)

| JAWAR STALKS | | BHUSA | | SHEEP, PER SCORE | | GOATS, PER SCORE | | PLOUGH BULLOCKS, PER PAIR | | DISTRICTS |
|--------------|------|-------|------|--|--|---------------------|------|---------------------------------|---------------------|----------------------|
| 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | |
| | | | | | | | | | | Burma— |
| | | | | | | | | | | Tenasserim— |
| | | | | | | | | | | Mergui |
| | | | | | | | | | | Tavoy |
| | | | | | | | | | | Moulmein and Amherst |
| | | | | | | | | | | Pegu (deltaic) — |
| | | | | | | | | | | Rangoon |
| | | | | | | | | | | Thongwa |
| | | | | | | | | | | Bassein |
| | | | | | | | | | | Pegu (inland) — |
| | | | | | | | | | | Honsada |
| | | | | | | | | | | Toungoo |
| | | | | | | | | | | Upper Burma — |
| | | | | | | | | | | Mandalay |
| | | | | | | | | | | Bamo |
| | | | | | | | | | | Pakokku |
| | | | | | | | | | | Arakan— |
| | | | | | | | | | | Kyaukpyn |
| | | | | | | | | | | Akyab |
| | | | | | | | | | | Assam— |
| | | | | | | | | | | Brahmaputra |
| | | | | | | | | | | Goalpara |
| | | | | | | | | | | Gauhati |
| | | | | | | | | | | Bengal— |
| | | | | | | | | | | Eastern— |
| | | | | | | | | | | Chittagong |
| | | | | | | | | | | Dacca |
| | | | | | | | | | | Deltaic— |
| | | | | | | | | | | Midnapur |
| | | | | | | | | | | Calcutta |
| | | | | | | | | | | Central— |
| | | | | | | | | | | Bardwan |
| | | | | | | | | | | Pabna |
| | | | | | | | | | | Northern— |
| | | | | | | | | | | Rangpur |
| | | | | | | | | | | Orissa— |
| | | | | | | | | | | Cuttack |
| | | | | | | | | | | Bihar, south— |
| | | | | | | | | | | Patna |
| | | | | | | | | | | Bihar, north— |
| | | | | | | | | | | Bhagalpur |
| | | | | | | | | | | Muzaffarpur |
| | | | | | | | | | | United Provinces: |
| | | | | | | | | | | (a) AGRA— |
| | | | | | | | | | | Eastern— |
| | | | | | | | | | | Benares |
| | | | | 70 | 70 | | | | | Central— |
| | | | | | | | | | | Cawnpore |
| | | | | | | | | | | Jhansi |
| | | | | 60 50 and 60 50 and 55 | 60 40 and 60 50 and 60 | | | | | Western— |
| | | | | | | | | 30 | 28-25 | Meerut |
| | | | | | | | | { 40 and 60 } | { 40 and 60 } | Agra |
| | | | | | | | | | | Submontane, west — |
| | | | | | | | | | | Shahjahanpur |
| | | | | 40 | 40 | | | | | (b) OUDH— |
| | | | | | | | | | | Southern— |
| | | | | | | | | | | Lucknow |
| | | | | | | | | 80 | 80 | Northern— |
| | | | | | | | | | | Hyabad |

WHOLESALE PRICES FOR THE SECOND HALF OF FEBRUARY—continued

| Districts | RICE, UNHUSKED | | RICE, HUSKED | | WHEAT | | FLOUR (WHEAT) | | BARLEY | | JAWAR | |
|------------------------------|-------------------|-------|-----------------|-------|----------------------|----------------------|------------------|-------|---------------------|-------|-------|-------|
| | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 |
| Rajputana— | | | | | | | | | | | | |
| Eastern— | | | | | | | | | | | | |
| Ajmer | 12.5 | 12.5 | ... | ... | 32.03 | 36.41 | ... | ... | 20 | 25 | 16.67 | 22.19 |
| Panjab— | | | | | | | | | | | | |
| Southern— | | | | | | | | | | | | |
| Ferozpur | 19.06 | 16.72 | 44.37 | 44.37 | 22.19 | 27.5 | 29.37 | 33.28 | 12.97 | 18.12 | 12.03 | 17.34 |
| Central— | | | | | | | | | | | | |
| Lahore | 20 | 24.22 | 41.04 | 43.28 | 22.02 | 26.35 | 27.03 | 29.49 | 14.92 | 17.97 | 12.71 | 18.33 |
| South-eastern— | | | | | | | | | | | | |
| Delhi | ... | 19.06 | 38.12 | 38.83 | 25.78 | 27.5 | 31.35 | 31.56 | 14.84 | 17.4 | 14.27 | 19.06 |
| Submontane— | | | | | | | | | | | | |
| Amritsar | 21.04 | 23.54 | 38.07 | 39.01 | 22.55 | 24.22 | 25 | 27.6 | ... | ... | 14.79 | ... |
| Northern— | | | | | | | | | | | | |
| Rawalpindi | 20 | 22.19 | 42.08 | 51.82 | 23.49 | 28.59 | 28.67 | 30.62 | 15.99 | 20.78 | 15.90 | 15.94 |
| Western— | | | | | | | | | | | | |
| Multan | 17.34 | 19.06 | 30.78 | 30.78 | 27.55 | 30.73 | 34.01 | 34.03 | 15.99 | 21.04 | 15.86 | 19.06 |
| Sind and Baluchistan— | | | | | | | | | | | | |
| Karachi | ... | ... | 35 | 36.87 | ... | 31.67 | ... | ... | ... | 22.86 | ... | ... |
| Shikarpur | ... | ... | 37.19 | ... | 26.87 | 27.19 | ... | ... | ... | ... | ... | ... |
| Quetta | ... | ... | ... | ... | 28.75 to 31.87 | 34.06 to 35.94 | 57.5 | 57.5 | 22.5 to 23.75 | 28.12 | 18.78 | 22.5 |
| Bombay— | | | | | | | | | | | | |
| Deccan and Karnatak— | | | | | | | | | | | | |
| Dharwar | ... | ... | 27.71 | ... | 29.84 | ... | ... | ... | ... | ... | 11.77 | 14.9 |
| Sholapur | ... | ... | ... | ... | 26.25 | ... | ... | ... | ... | ... | ... | ... |
| Poona | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Khandesh and N.E. Deccan— | | | | | | | | | | | | |
| Ahmednagar | ... | ... | ... | ... | 25.31 | ... | ... | ... | ... | ... | 19.05 | 18.12 |
| Dhulia | ... | ... | ... | ... | 35.21 | 36.62 | ... | ... | ... | ... | ... | ... |
| Gujarat— | | | | | | | | | | | | |
| Surat | ... | ... | ... | ... | ... | 35.81 | ... | ... | ... | ... | 21.25 | 18.91 |
| Ahmadabad | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Central Provinces—(a) | | | | | | | | | | | | |
| Western— | | | | | | | | | | | | |
| Nagpur | ... | ... | 31 | 34 | 26 | 29 | 33.25 | 40 | ... | ... | 18.5 | 21 |
| Central— | | | | | | | | | | | | |
| Jubbulpore | ... | ... | 29.62 | 34.75 | 27.62 | 27.62 | 32.02 | 34.75 | ... | ... | 14.75 | 15.37 |
| Eastern— | | | | | | | | | | | | |
| Raipur | ... | ... | 22.5 | 31 | 22 | 24 | 28 | 30 | ... | ... | 14.25 | ... |
| Berar— | | | | | | | | | | | | |
| Basim | ... | ... | ... | ... | 30.37 | 38.37 | ... | ... | ... | ... | 18.25 | 20 |
| Akola | ... | ... | 60 | 75 | 45 | 45.75 | 50 | 50 | ... | ... | 25 | 23.87 |
| Ellichpur | ... | ... | 61.5 | 61.5 | 34.75 | 40 | 44.37 | 47 | ... | ... | 22.67 | 24.25 |
| Amraoti | ... | ... | 37.5 | 45 | 32.5 | 37.5 | 38 | 43.5 | ... | ... | 18.75 | 23.75 |
| Madras— | | | | | | | | | | | | |
| South, central— | | | | | | | | | | | | |
| Coimbatore | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 18.7 |
| Salem | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Central— | | | | | | | | | | | | |
| Bellary | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 15.5 | 14 |
| Cuddapah | 20.5 | 15.9 | ... | ... | ... | ... | ... | ... | ... | ... | 15.3 | 12.1 |
| Kannul | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| East Coast, central— | | | | | | | | | | | | |
| Neilore | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| East Coast, south— | | | | | | | | | | | | |
| Madras | 19.9 | 21.5 | 35.8 | 39 | ... | ... | ... | ... | ... | ... | ... | ... |
| Tanjore | 20.9 | 21.6 | 35.8 | 30.3 | ... | ... | ... | ... | ... | ... | ... | ... |
| Trichinopoly | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Southern— | | | | | | | | | | | | |
| Madura | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 15.1 | 16 |
| Mysore— | | | | | | | | | | | | |
| Mysore | 24.2 | 21.18 | 31.07 | 32.94 | 39.19 | 48.76 | 48 | 48 | ... | ... | 10.98 | 14.59 |
| Bangalore | 15.67 | 19.59 | 35.78 | 37.66 | 35.02 | 42.44 | 56.95 | 56.95 | ... | ... | ... | ... |

(a) The figures under "Rice, husked" represent the prices of cleaned rice or channal

(The figures state prices in rupees per ten maunds)

| BAJRA | | RAGI | | MAISE | | GRAM | | ARHAR DAL | | GHI | | DISTRICTS |
|-------|-------|---------------|----------------|-------|--------------------------|----------------|----------------|---------------|----------------|--------------------------|----------------------|---|
| 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | |
| 22.19 | 25 | ... | ... | 17.84 | 21.04 | 24.06 | 26.56 | ... | ... | 320 | 255.99 | Rajputana— Eastern— Ajmer |
| 14.84 | 19.06 | ... | ... | 12.03 | 15.94 | 14.22 | 18.12 | 40 | 40 | 315 | 285 | Panjab— Southern— Ferozpur |
| 15.63 | 20.78 | ... | ... | 13.33 | 18.33 | 15.26 | 19.79 | 37.24 | 37.24 | 336.87 | 293.02 | Central— Lahore |
| 17.4 | 21.04 | ... | ... | 14.79 | 19.06 | 17.4 | 22.19 | 33.83 | 30.78 | 328.12 | 290 | South-eastern— Delhi |
| ... | ... | ... | ... | 13.8 | 17.19 | 14.53 | 19.27 | ... | ... | ... | ... | Submontane— Amritsar |
| 16.33 | 23.12 | ... | ... | 15.99 | 20.31 | 17.19 | 22.19 | 34.79 | 30 | 290.88 | 266.67 | Northern— Rawalpindi |
| 18.18 | 22.86 | ... | ... | 16.72 | 18.18 | 17.34 | 24.22 | ... | ... | 336.62 | 290.88 | Western— Multan |
| ... | ... | ... | ... | ... | ... | ... | 25.62 | 42.5 | ... | 340 | ... | Sind and Baluchistan— |
| ... | ... | ... | ... | ... | ... | 17.97 | ... | ... | ... | 329.37 | 300 | Karachi |
| ... | ... | ... | ... | 21.25 | { 24.37 to 26.25 } | ... | ... | 40 | 41.25 | { 337.5 to 367.5 } | { 300 to 335 } | Shikarpur Quetta |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Bombay— |
| 17.03 | ... | ... | ... | ... | ... | ... | 24.37 | ... | ... | ... | ... | Deccan and Karnatak— Dharwar Sholapur Poona |
| 16.82 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Khandesh and N.-E. Deccan— Ahmednagar Dhulia |
| ... | 16.02 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Gujarat— Surat Ahmadabad |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Central Provinces— |
| ... | ... | ... | ... | ... | ... | 22 | 26 | 34 | 30 | 350 | 317 | Western— Nagpur |
| ... | ... | ... | ... | ... | ... | 18 | 21.62 | 33.25 | 34.75 | 280 | 260 | Central— Jubbulpore |
| ... | ... | ... | ... | ... | ... | 22.5 | 24 | 32 | 32 | 265 | 250 | Eastern— Raipur |
| ... | 25 | ... | ... | ... | ... | 27.5 | 29 | 45 | 41.62 | 333.25 | 295.25 | Berar— |
| ... | 25 | ... | ... | ... | ... | 25.75 | 30.75 | 40 | 44.87 | 290.37 | 266.65 | Basim Akola |
| ... | 25 | ... | ... | ... | ... | 25 | 27.5 | 31.25 | 34.75 | 322.5 | 300 | Ellichpur Amraoti |
| ... | 15.6 | ... | ... | ... | ... | ... | 39.2 | ... | ... | ... | ... | Madras— |
| ... | ... | 14.6 | 15.9 | ... | ... | ... | ... | 26.9 | 20.9 | 308.2 | 320 325.3 | South, central— Coimbatore Salem |
| 13.2 | 12.7 | ... | ... | ... | ... | ... | 30.3 | ... | 33 | 349.2 | 285.7 | Central— Bellary Cuddapah Kurnul |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 263.2 | 263.2 | ... |
| ... | ... | 15.6 | 17.9 | ... | ... | ... | ... | 29.7 | 22.1 | ... | ... | East Coast, central— Nellore |
| ... | ... | ... | ... | ... | ... | 29.1 | 30.4 | ... | ... | 296.3 | 329.2 | East Coast, South— Madras Tanjore Trichinopoly |
| ... | ... | 13.5 | 17.1 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 20.9 | 19.9 | ... | ... | ... | ... | ... | ... | 25.4 | 25.6 | ... | ... | Southern— Madura |
| ... | ... | 14.37 13.1 | 15.67 14.69 | ... | ... | 12.59 15.67 | 13.67 13.17 | 76.8 54.85 | 54.87 51.43 | 300.75 342.85 | 398.48 325.72 | Mysore— Mysore Bangalore |

WHOLESALE PRICES FOR THE SECOND HALF OF FEBRUARY—concluded

| DISTRICTS | SUGAR, RAW (Qdr) | | SALT | | TOBACCO LEAF | | TURNERIC | | GRASS | | STRAW | |
|---|---------------------|-------|-------|------|--------------|--------|----------|-------|-------|-------|-------|------|
| | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 |
| Rajputana— | | | | | | | | | | | | |
| Eastern— Ajmer | 50 | 50 | ... | ... | ... | ... | ... | ... | 5 | 5 | 3.38 | 3.33 |
| Panjab— | | | | | | | | | | | | |
| Southern— Ferozpur | 40 | 40 | ... | ... | 80 | 80 | 57.19 | 100 | 9.28 | 3.28 | 5 | 5 |
| Central— Lahore | 37.24 | 40 | ... | ... | 50 | 57.19 | 66.67 | 78.07 | 8.02 | 12.5 | 6.09 | 6.91 |
| South-eastern— Delhi | 32.03 | 30.78 | ... | ... | 61.56 | 80 | 66.67 | 80 | 6.67 | 5 | 5.31 | 3.75 |
| Submontane— Amritsar | 36.35 | 35.57 | ... | ... | ... | ... | ... | ... | ... | ... | 5 | 6.91 |
| Northern— Kawalpindi | 36.35 | 40 | ... | ... | ... | ... | 66.67 | 60 | 13.38 | 10 | 10 | 6.12 |
| Western— Multan | 44.13 | 43.23 | ... | ... | 80 | 80 | 66.67 | 80 | 4.01 | 7.97 | 5.31 | 10 |
| Sind and Baluchistan— | | | | | | | | | | | | |
| Karachi | ... | 64.06 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Shikarpur | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Quetta | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Bombay— | | | | | | | | | | | | |
| Deccan and Kanadk— Dharwar | 44.01 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Sholapur | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Poona | 47.51 | 48.23 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Khandesh and N.E. Deccan— Ahmadnagar | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Dhulia | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Gujarat— Surat | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Ahmadabad | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Central Provinces— | | | | | | | | | | | | |
| Western— Nagpur | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Central— Jubbulpore | ... | ... | 33.25 | 39 | 66.62 | 80 | 57 | 57 | ... | ... | ... | ... |
| Eastern— Raipur | ... | ... | 30 | 40 | 130 | 140 | 50 | 60 | ... | ... | ... | ... |
| Berar— | | | | | | | | | | | | |
| Balim | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Akola | ... | 52.37 | 33.25 | ... | 127.25 | 123.75 | 57 | 66.62 | 4 | ... | ... | ... |
| Ellichpur | ... | 61.54 | 37 | ... | 133.25 | 160 | 61.5 | 61.5 | ... | 10 | ... | ... |
| Amraoti | ... | 40 | 30 | ... | 150 | 150 | 46 | 60 | 4.5 | 10.20 | ... | ... |
| Madras— | | | | | | | | | | | | |
| South, central— Coimbatore | ... | 32 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Salem | ... | ... | ... | ... | 111.8 | 111.8 | 30.8 | 21.7 | ... | ... | 6.9 | 6.9 |
| Central— Bellary | ... | 35.7 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Cuddapah | ... | ... | ... | ... | ... | ... | 28 | 24.6 | ... | ... | ... | ... |
| Karnul | ... | ... | ... | ... | 49.4 | 49.4 | 41.1 | 25.1 | ... | ... | ... | ... |
| East Coast, central— Nellore | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2.9 | 4.4 |
| East Coast, south— Madras | 60.1 | 41.1 | ... | ... | 123.4 | 123.4 | 32.1 | 31.3 | ... | ... | ... | ... |
| Tanjore | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Trichinopoly | ... | ... | ... | ... | 82.4 | 113.1 | ... | ... | ... | ... | ... | ... |
| southern— Madam | ... | ... | ... | ... | 106.8 | 106.8 | ... | ... | ... | ... | 4.3 | 4.3 |
| Mysore— | | | | | | | | | | | | |
| Mysore | 40.48 | 38.6 | ... | ... | 260.28 | 274.28 | 68.57 | 68.57 | 5 | 5 | 4 | 4 |
| Bangalore | 51.43 | 40.71 | ... | ... | 308.45 | 308.57 | 34.29 | 40.71 | 7.61 | 9.1 | 6.86 | 7.31 |

(The figures state prices in rupees per ten maunds)

| JAWAR STALKS | | BHUSA | | SHEEP, PER SCORE | | GOATS, PER SCORE | | PLOWG BULLOCKS, PER PAIR | | DISTRICTS |
|--------------|------|-------|-------|---------------------|-----------|---------------------|------|--------------------------------|------------------|---|
| 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | 1904 | 1903 | |
| 75 | 5.83 | ... | ... | 140 | 140 | ... | ... | 80 | 80 | Rajputana— Eastern— Ajmer |
| 528 | 8.36 | ... | ... | 50 | 50 | ... | ... | 75 | 75 | Panjab— Southern— Ferozpur |
| ... | ... | ... | ... | 100 | 100 | ... | ... | 112.5 | 112.5 | Central— Lahore |
| 562 | 5 | ... | ... | 80 | 70 | ... | ... | 120 | 120 | South-eastern— Delhi |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Submontane— Amritsar |
| 691 | 8.12 | ... | ... | 70 | 70 | ... | ... | 80 | 80 | Northern— Rawalpindi |
| 401 | 7.97 | ... | ... | 50 | 50 | ... | ... | 70 | 70 | Western— Multan |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Sind and Baluchistan— Karachi Shikarpur |
| ... | ... | 8.12 | 14.37 | 40 to 140 | 40 to 140 | ... | ... | ... | ... | Quetta |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Bombay— Deccan and Karnatak— Dharwar Sholapur Poona |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Khandesh and N.-E. Deccan— Ahmadnagar Dhulia |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Gujarat— Surat Ahmadabad |
| ... | ... | ... | ... | 60 | 60 | ... | ... | 100 | 100 | Central Provinces— Western— Nagpur |
| ... | ... | ... | ... | 55 | 55 | ... | ... | 35 | 35 | Central— Jubbulpore |
| ... | ... | ... | ... | ... | ... | ... | ... | 40 | ... | Eastern— Raipur |
| ... | ... | ... | ... | 60 | ... | ... | ... | 100 | ... | Berar— Basim Akola Ellichpur Amraoti |
| 4 | ... | ... | ... | 60 | 65 | ... | ... | 80 | ... | |
| ... | ... | ... | ... | 60 | 50 | ... | ... | 150 | 150 | |
| ... | ... | ... | ... | 65 | 65 | ... | ... | 75 | 70 | |
| 1.9 | ... | ... | ... | 75 | 75 | 75 | 75 | ... | 50 | Madras— South, central— Coimbatore Salem |
| 25 | ... | ... | ... | 80 | 80 | 80 | 80 | 100 | 100 | Central— Bellary Cuddapah Karnul |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | East Coast, central— Nellore |
| ... | ... | ... | ... | 52.5 | 65 | 52.5 | 65 | ... | ... | East Coast, south— Madras Tanjore Trichinopoly |
| ... | ... | ... | ... | 80 | 80 | 80 | 80 | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | 40 | 40 | Southern— Madura |
| ... | ... | ... | ... | 100 | 100 | ... | ... | 70 | 70 | Mysore— Mysore |
| ... | ... | ... | ... | 160 | 140 | ... | ... | 120 to 150 | 120 to 150 | Bangalore |

J. A. ROBERTSON

Offg. Director-General of Statistics

E. N. BAKER,

Secretary to the Government of India

Calcutta, March 25, 1904

GOVERNMENT OF INDIA
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE SECOND HALF OF FEBRUARY 1904 (*The figures*

| DISTRICTS | WHEAT | | BARLEY | | RICE | | | | JAWAR OR CHOLU (Andropogon sorghum) | | BAJRA OR CUMBU (Pennisetum typhoidesum) | |
|-----------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-------------------------------------|----------------------|---|----------------------|
| | Half-month of report | Pre-vious half-month | Half-month of report | Pre-vious half-month | Best sort | | Common | | Half-month of report | Pre-vious half-month | Half-month of report | Pre-vious half-month |
| | | | | | Half-month of report | Pre-vious half-month | Half-month of report | Pre-vious half-month | | | | |
| Burma— | | | | | | | | | | | | |
| Tenasserim— | | | | | | | | | | | | |
| Morgui | ... | ... | ... | ... | 12 8 | 12 8 | 13 6 | 13 6 | ... | ... | ... | ... |
| Tavoy | ... | ... | ... | ... | 8 7 | 8 7 | 9 — | 9 — | ... | ... | ... | ... |
| Moulmein and Amherst | 6 13 | 6 13 | ... | ... | | | | | ... | ... | ... | ... |
| Pegu (deltaic)— | | | | | | | | | | | | |
| Pegu | ... | ... | ... | ... | 9 3 | 9 3 | 10 4 | 10 4 | ... | ... | ... | ... |
| Rangoon | 18 12 | 18 12 | ... | ... | 16 — | 16 — | 17 4 | 17 4 | ... | ... | ... | ... |
| Thongwa | ... | ... | ... | ... | 10 11 | 10 11 | 11 9 | 11 9 | ... | ... | ... | ... |
| Bassein | ... | ... | ... | ... | 11 6 | 11 6 | 13 9 | 13 9 | ... | ... | ... | ... |
| Pegu (inland)— | | | | | | | | | | | | |
| Tharawadi | ... | ... | ... | ... | 10 — | 10 — | 10 12 | 10 12 | ... | ... | ... | ... |
| Henzada | ... | ... | ... | ... | 10 6 | 10 6 | 13 13 | 13 13 | ... | ... | ... | ... |
| Prome | ... | ... | ... | ... | 12 4 | 12 4 | 15 9 | 15 9 | ... | ... | ... | ... |
| Toungoo | ... | ... | ... | ... | 10 6 | 10 6 | 13 8 | 13 8 | ... | ... | ... | ... |
| Thayetmyo | ... | ... | ... | ... | 10 — | 10 — | 13 12 | 13 12 | ... | ... | ... | ... |
| Upper Burma— | | | | | | | | | | | | |
| Mandalay | 12 14 | 10 8 | ... | ... | 10 15 | 10 9 | 11 6 | 11 13 | ... | ... | ... | ... |
| Bamo | ... | ... | ... | ... | 8 — | 8 — | 9 12 | 9 12 | ... | ... | ... | ... |
| Pakokku | ... | ... | ... | ... | 9 2 | 9 2 | 9 13 | 9 13 | ... | ... | ... | ... |
| Meiktila | ... | ... | ... | ... | 12 13 | 12 12 | 13 5 | 14 — | 28 — | 33 12 | ... | ... |
| Arakan— | | | | | | | | | | | | |
| Sandoway | ... | ... | ... | ... | 16 12 | 17 8 | 22 1 | 21 — | ... | ... | ... | ... |
| Kyaukpyu | ... | ... | ... | ... | 14 9 | 14 9 | 15 9 | 15 9 | ... | ... | ... | ... |
| Akyab | ... | ... | ... | ... | 12 — | 12 — | 13 — | 13 — | ... | ... | ... | ... |
| Assam— | | | | | | | | | | | | |
| Burma— | | | | | | | | | | | | |
| Sylhet | ... | ... | ... | ... | 9 — | 9 — | 19 8 | 17 8 | ... | ... | ... | ... |
| Cachar | 9 4 | 10 — | ... | ... | 11 8 | 12 12 | 19 — | 19 2 | ... | ... | ... | ... |
| Hill tracts— | | | | | | | | | | | | |
| Khasi and Jaintia Hills | 7 — | 7 — | ... | ... | 5 — | 5 — | 10 — | 10 — | ... | ... | ... | ... |
| Garo Hills | ... | ... | ... | ... | 4 — | 4 — | 14 — | 15 — | ... | ... | ... | ... |
| Manipur | ... | ... | ... | ... | 24 — | 23 8 | 29 — | 27 — | ... | ... | ... | ... |
| Naga Hills | ... | ... | ... | ... | 14 8 | 14 8 | 16 — | 16 — | ... | ... | ... | ... |
| Lushai Hills | ... | ... | ... | ... | 4 4 | 4 4 | 6 8 | 6 8 | ... | ... | ... | ... |
| Brahmaputra— | | | | | | | | | | | | |
| Goalpara | 17 — | 17 — | ... | ... | 5 8 | 5 8 | 16 — | 16 — | ... | ... | ... | ... |
| Kamrup | 10 — | 10 — | ... | ... | 9 8 | 9 8 | 16 — | 16 — | ... | ... | ... | ... |
| Darrang | 9 — | 9 — | ... | ... | 10 — | 9 — | 18 — | 18 — | ... | ... | ... | ... |
| Nowgong | ... | ... | ... | ... | 9 — | 8 — | 16 — | 16 — | ... | ... | ... | ... |
| Sibsagar | ... | ... | ... | ... | 6 — | 6 — | 14 — | 14 — | ... | ... | ... | ... |
| Lakhimpur | 10 — | 9 — | ... | ... | 6 8 | 6 8 | 12 — | 12 — | ... | ... | ... | ... |
| Bengal— | | | | | | | | | | | | |
| Eastern— | | | | | | | | | | | | |
| Backerganj | ... | ... | ... | ... | ... | ... | 15 — | 15 — | ... | ... | ... | ... |
| Noakhali | ... | ... | ... | ... | ... | ... | 15 — | 16 — | ... | ... | ... | ... |
| Chittagong | ... | ... | ... | ... | ... | ... | 13 14 | 14 — | ... | ... | ... | ... |
| Tippura | ... | ... | ... | ... | ... | ... | 14 14 | 14 14 | ... | ... | ... | ... |
| Dacca | 14 — | 14 — | 14 — | 14 — | ... | ... | 16 — | 16 — | ... | ... | ... | ... |
| Maimensingh | 11 8 | 11 8 | 11 — | 11 — | ... | ... | 15 — | 16 — | ... | ... | ... | ... |
| Deltaic— | | | | | | | | | | | | |
| Khulna | ... | ... | ... | ... | ... | ... | 16 2 | 16 — | ... | ... | ... | ... |
| 24-Parganas | ... | ... | ... | ... | ... | ... | 12 — | 12 — | ... | ... | ... | ... |
| Midnapur | 12 — | 11 8 | ... | ... | ... | ... | 16 — | 16 — | ... | ... | ... | ... |
| Howrah | 13 4 | 13 — | 20 — | 20 — | ... | ... | 11 8 | 11 7 | ... | ... | 16 — | 16 — |
| Calcutta | 11 — | 12 4 | 14 8 | 14 8 | ... | ... | 9 6 | 9 10 | 16 — | 16 — | 14 — | 14 — |
| Hughly | 12 10 | 12 10 | ... | ... | ... | ... | 10 — | 10 — | ... | ... | ... | ... |
| Nadia (Krishnagarh) | 17 — | 16 — | 19 8 | 20 — | ... | ... | 12 8 | 12 7 | ... | ... | ... | ... |
| Jessore | 10 8 | 10 — | 10 12 | 11 4 | ... | ... | 16 — | 16 — | ... | ... | ... | ... |
| Faridpur | 15 12 | 16 — | ... | ... | ... | ... | 15 10 | 16 — | ... | ... | ... | ... |

state the number of sers (of 80 tolas) and chittacks sold for one rupee)

| MARUA OR RAGI (<i>Elaeagnus</i> <i>coracana</i>) | | KANKH OR KAKUN, ITALIAN MILLET (<i>Setaria</i> <i>italica</i>) | | GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA (<i>Cicer</i> <i>aristinum</i>) | | MAIZE (<i>Zea Mays</i>) | | ASHAR OR THUR, CADJAN PRA (<i>Cajanus</i> <i>indicus</i>) | | SALT | | DISTRICTS |
|--|---------------------------------|---|---------------------------------|---|---------------------------------|--------------------------------|---------------------------------|--|---------------------------------|--------------------------------|---------------------------------|-------------------------|
| Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 18 14 | 18 14 | Burma-- |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 15 15 | 15 15 | Tenasserim-- |
| ... | ... | ... | ... | 9 5 | 9 5 | ... | ... | 7 9 | 7 9 | 16 4 | 16 4 | Mergui |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Tavoy |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Moulmein and Amherst |
| ... | ... | ... | ... | 9 5 | 9 5 | ... | ... | 8 8 | 8 8 | 17 -- | 17 -- | Pegu (deltaic)-- |
| ... | ... | ... | ... | 15 12 | 15 12 | ... | ... | 14 12 | 14 12 | 15 12 | 15 12 | Pegu |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 12 8 | 12 8 | Rangoon |
| ... | ... | ... | ... | 9 13 | 9 13 | ... | ... | ... | ... | 15 1 | 15 1 | Thongwa |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Bassein |
| ... | ... | ... | ... | 8 8 | 8 8 | ... | ... | ... | ... | 14 4 | 14 4 | Pegu (inland)-- |
| ... | ... | ... | ... | 9 14 | ... | ... | ... | 8 2 | 8 2 | 16 2 | 16 2 | Tharawadi |
| ... | ... | ... | ... | 9 14 | ... | ... | ... | 8 2 | 8 2 | 16 2 | 16 2 | Henzada |
| ... | ... | ... | ... | 10 8 | 10 8 | ... | ... | ... | ... | 10 15 | 10 15 | Prome |
| ... | ... | ... | ... | 15 1 | 12 12 | 18 13 | ... | 8 10 | 8 10 | 11 10 | 11 10 | Toungoo |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Thayetmyo |
| ... | ... | ... | ... | 12 6 | 12 6 | ... | ... | 8 10 | 8 8 | 14 8 | 14 8 | Upper Burma-- |
| ... | ... | ... | ... | 6 3 | 6 3 | ... | ... | 7 1 | 7 1 | 12 6 | 12 6 | Mandalay |
| ... | ... | ... | ... | 12 -- | 12 -- | ... | ... | 7 9 | 7 9 | 14 8 | 14 8 | Bamo |
| ... | ... | ... | ... | 13 -- | 10 2 | 18 11 | 18 11 | 8 12 | 7 14 | 14 -- | 14 4 | Pakokku |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Meiktila |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 18 10 | 18 10 | Arakan-- |
| ... | ... | ... | ... | 10 -- | 10 -- | ... | ... | 7 -- | 7 -- | 18 -- | 18 -- | Sandoway |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 14 -- | 14 -- | Kyaukpada |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Akyab |
| ... | ... | ... | ... | 13 -- | 14 -- | ... | ... | 10 -- | 9 8 | 10 8 | 12 8 | Assam-- |
| ... | ... | ... | ... | 12 5 | 13 -- | ... | ... | 9 14 | 9 7 | 12 8 | 12 8 | Burma-- |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Sylhet |
| ... | ... | ... | ... | 9 8 | 9 8 | 13 -- | 13 -- | 6 -- | 6 -- | 8 8 | 8 8 | Cachar |
| ... | ... | ... | ... | 8 -- | 8 -- | ... | ... | 5 8 | 5 8 | 8 -- | 8 -- | Hill tracts-- |
| ... | ... | ... | ... | ... | ... | ... | ... | 6 8 | 6 8 | 8 -- | 8 -- | Khási and Jaintia Hills |
| ... | ... | ... | ... | 8 -- | 8 -- | ... | ... | 7 -- | 7 -- | 8 8 | 8 -- | Garo Hills |
| ... | ... | ... | ... | 6 -- | 6 -- | ... | ... | 5 4 | 5 4 | 6 8 | 6 8 | Manipur |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Naga Hills |
| ... | ... | ... | ... | 14 8 | 14 8 | ... | ... | 11 -- | 11 -- | 12 -- | 12 -- | Lushai Hills |
| ... | ... | ... | ... | 13 -- | 13 -- | ... | ... | 10 -- | 10 -- | 11 -- | 11 -- | Brahmaputra-- |
| ... | ... | ... | ... | 18 -- | 18 -- | ... | ... | 10 -- | 10 -- | 11 -- | 11 -- | Goalpara |
| ... | ... | ... | ... | 10 -- | 11 -- | ... | ... | 8 -- | 8 8 | 10 -- | 10 -- | Kamrup |
| ... | ... | ... | ... | 11 -- | 11 -- | ... | ... | 9 -- | 9 -- | 10 -- | 10 -- | Darrang |
| ... | ... | ... | ... | 12 -- | 12 -- | ... | ... | 9 -- | 9 -- | 10 -- | 10 -- | Nowgong |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Sibsagar |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Lakhimpur |
| ... | ... | ... | ... | 13 4 | 13 4 | ... | ... | ... | ... | 13 -- | 13 -- | Bengal-- |
| ... | ... | ... | ... | 12 -- | 12 -- | ... | ... | ... | ... | 13 -- | 13 -- | Eastern-- |
| ... | ... | ... | ... | 13 -- | 13 -- | ... | ... | 10 -- | 10 -- | 14 -- | 14 -- | Backerganj |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 10 10 | 10 10 | Nowkhali |
| ... | ... | ... | ... | 15 -- | 14 -- | ... | ... | 14 -- | 14 -- | 12 -- | 12 -- | Chittagong |
| ... | ... | ... | ... | 13 4 | 13 4 | ... | ... | 10 -- | 10 -- | 12 12 | 12 12 | Tippera |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Dacca |
| ... | ... | ... | ... | 12 5 | 12 5 | ... | ... | 9 2 | 9 2 | 13 5 | 13 5 | Maimensingh |
| ... | ... | ... | ... | 15 -- | 15 -- | ... | ... | 11 -- | 11 -- | 12 5 | 12 5 | Deltaic-- |
| ... | ... | ... | ... | 11 8 | 12 12 | ... | ... | 12 4 | 10 -- | 11 8 | 11 8 | Khulna |
| ... | ... | ... | ... | 16 4 | 16 4 | 21 -- | 21 -- | 11 2 | 11 2 | 12 14 | 12 14 | 24-Parganas |
| ... | ... | ... | ... | 13 -- | 14 -- | 17 -- | 17 -- | 8 10 | 8 10 | 11 -- | 11 -- | Midnapur |
| ... | ... | ... | ... | 18 8 | 18 6 | ... | ... | 10 8 | 10 8 | 13 -- | 13 -- | Howrah |
| ... | ... | ... | ... | 18 -- | 17 8 | ... | ... | 9 8 | ... | 13 5 | 13 5 | Calcutta |
| ... | ... | ... | ... | 16 -- | 16 -- | ... | ... | 30 -- | 30 -- | 12 -- | 12 -- | Hoochly |
| ... | ... | ... | ... | 9 -- | 8 8 | ... | ... | 8 -- | 8 8 | 12 -- | 12 -- | Nadia (Krishnagarh) |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Jessore |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Faridpur |

RETAIL PRICES FOR THE SECOND HALF OF FEBRUARY 1904—continued (The figure

| Districts | WHEAT | | BARLEY | | RICE | | | | JAWAR OR OHOLUM (<i>Andropogon sorghum</i>) | | BAJRA OR CUMBU (<i>Pennisetum typhoides</i>) | |
|----------------------------|--------------------------------|---------------------------------|--------------------------------|---------------------------------|--------------------------------|---------------------------------|--------------------------------|---------------------------------|---|---------------------------------|--|---------------------------------|
| | | | | | Best sort | | Common | | | | | |
| | Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month |
| Bengal—continued | | | | | | | | | | | | |
| Central— | | | | | | | | | | | | |
| Bankura | 18 — | 18 4 | ... | ... | ... | ... | 15 — | 14 — | ... | ... | ... | ... |
| Bardwan | 12 4 | 12 5 | ... | ... | ... | ... | 18 8 | 18 4 | ... | ... | ... | ... |
| Birbhum | 12 — | 12 8 | ... | ... | ... | ... | 12 12 | 18 8 | ... | ... | ... | ... |
| Murshidabad | 18 — | 12 8 | 18 — | 18 — | ... | ... | 18 — | 18 — | ... | ... | ... | ... |
| Banthal Parganas | 11 8 | 11 — | ... | ... | ... | ... | 12 8 | 14 — | ... | ... | ... | ... |
| Pabna | 16 8 | 16 8 | 26 — | 26 — | ... | ... | 16 8 | 16 8 | ... | ... | ... | ... |
| Bogra | 14 1 | 14 1 | ... | ... | ... | ... | 17 4 | 17 4 | ... | ... | ... | ... |
| Rajshahi | 12 — | 12 — | 16 8 | 16 8 | ... | ... | 15 — | 14 4 | ... | ... | ... | ... |
| Malda | 14 — | 14 — | ... | ... | ... | ... | 14 8 | 14 8 | ... | ... | 20 — | 23 — |
| Northern— | | | | | | | | | | | | |
| Bangpur | 11 4 | 11 4 | ... | ... | ... | ... | 14 10 | 14 10 | ... | ... | ... | ... |
| Dinajpur | 15 9 | 12 — | ... | ... | ... | ... | 15 9 | 15 — | ... | ... | ... | ... |
| Jalpaiguri | 11 — | 11 — | ... | ... | ... | ... | 14 — | 14 — | ... | ... | ... | ... |
| Hills— | | | | | | | | | | | | |
| Darjeeling | ... | ... | ... | ... | ... | ... | 13 — | 12 8 | ... | ... | ... | ... |
| Orissa— | | | | | | | | | | | | |
| Puri | 11 18 | 11 8 | ... | ... | ... | ... | 19 11 | 19 11 | ... | ... | ... | ... |
| Cuttack | 14 7 | 14 7 | ... | ... | ... | ... | 19 11 | 19 11 | ... | ... | ... | ... |
| Balasore | 11 6 | 11 6 | ... | ... | ... | ... | 18 — to 19 — | 18 — to 19 — | ... | ... | ... | ... |
| Chota Nagpur— | | | | | | | | | | | | |
| Singbhum | 12 — | 12 — | ... | ... | ... | ... | 15 — | 15 — | ... | ... | ... | ... |
| Mánbhum | 18 — | 18 — | 16 — | 24 — | ... | ... | 13 — | 13 — | 20 — | ... | ... | 24 — |
| Ranchi | 9 4 to 14 — | 8 12 to 13 — | 12 — | 11 — | ... | ... | 14 8 | 14 — | ... | ... | ... | ... |
| Palámau | 13 8 | 14 10 | 21 15 | 20 4 | ... | ... | 13 8 | 13 8 | ... | ... | ... | ... |
| Hazaribágh | 12 12 | 18 — | 17 8 | 18 — | ... | ... | 13 4 | 12 12 | ... | ... | ... | ... |
| Bihár, south— | | | | | | | | | | | | |
| Monghyr | 16 — | 17 — | ... | 28 — | ... | ... | 13 — | 12 — | ... | ... | ... | ... |
| Gaya | 13 5 | 14 1 | 22 9 | 20 8 | ... | ... | 13 1 | 18 1 | 21 8 | 25 — | ... | ... |
| Patna | 16 — | 17 — | 27 — | 27 — | ... | ... | 16 — | 15 12 | 24 — | 23 — | ... | ... |
| Shahabad | 16 — | 16 — | 24 — | 24 — | ... | ... | 14 8 | 14 8 | ... | ... | ... | ... |
| Bihár, north— | | | | | | | | | | | | |
| Purnea | 18 — | 18 — | ... | ... | ... | ... | 15 — | 15 — | ... | ... | ... | ... |
| Bhagalpur | 18 14 | 18 14 | 22 12 | 25 4 | ... | ... | 13 14 | 13 14 | ... | ... | ... | ... |
| Darbhanga | 16 8 | 18 11 | 20 12 | 34 4 | ... | ... | 16 8 | 16 8 | ... | ... | ... | ... |
| Muzaffarpur | 15 — | 15 — | 27 — | 27 — | ... | ... | 15 — | 15 — | ... | ... | ... | ... |
| Siwan | 16 — | 16 — | 25 — | 25 — | ... | ... | 16 — | 16 — | ... | ... | ... | ... |
| Champáran | 16 — | 16 — | 31 — | 30 — | ... | ... | 17 — | 17 — | ... | ... | ... | ... |
| United Provinces: | | | | | | | | | | | | |
| (a) AGRA— | | | | | | | | | | | | |
| Eastern— | | | | | | | | | | | | |
| Mirzapur | 15 — | 14 — | 21 — | 21 — | 6 — | 6 — | 12 8 | 12 — | 24 — | 23 8 | 22 8 | 23 8 |
| Benares | 14 6 | 14 10 | 23 4 | 21 11 | 8 12 | 7 18 | 13 9 | 14 11 | 22 12 | 21 11 | 23 5 | 23 5 |
| Ghazipur | 14 5 | 15 1 | 24 8 | 24 8 | 7 4 | 7 4 | 13 2 | 13 12 | 19 8 | 19 8 | 23 2 | 23 4 |
| Jaunpur | 17 — | 17 — | 24 — | 24 — | 6 — | 6 — | 18 — | 13 — | ... | ... | ... | ... |
| Allahabad | 14 — | 14 8 | 22 — | 22 — | 6 — | 6 — | 11 — | 11 — | 25 — | 25 8 | 25 — | 25 8 |
| Central— | | | | | | | | | | | | |
| Bánda | 15 8 | 15 8 | 18 — | 18 — | 5 4 | 5 4 | 10 — | 10 — | 26 — | 26 — | 25 — | 25 — |
| Fatehpur | 16 — | 16 — | 21 — | 21 — | 10 — | 10 — | 12 — | 12 — | 25 — | 25 — | 25 — | 25 — |
| Hamirpur | 16 8 | 15 8 | 18 6 | 18 6 | 6 — | 6 — | 10 — | 10 — | 25 4 | 25 4 | 25 4 | 25 4 |
| Jalaun | 16 — | 16 — | 20 — | ... | 7 — | 7 — | 8 — | 8 — | 25 — | 25 — | 22 — | 22 — |
| Cawnpore | 15 8 | 16 4 | 24 — | 24 — | ... | ... | 11 12 | 11 12 | 25 — | 25 — | 20 — | 27 — |
| Jhansi | 14 2 | 14 4 | 28 — | 30 — | 7 12 | 7 12 | 9 4 | 9 4 | 25 — | 25 — | 24 — | 30 — |
| Etáwah | 16 8 | 16 12 | 17 — | 22 4 | 5 — | 5 — | 12 — | 12 — | 25 8 | 25 8 | 25 8 | 25 8 |
| Farukhabad | 17 1 | 16 11 | 21 13 | 21 13 | 5 7 | 5 7 | 10 15 | 10 15 | 21 13 | 21 13 | 22 8 | 22 8 |
| Mainpuri | 17 — | 17 2 | 20 8 | 21 — | ... | ... | 12 — | 12 — | 21 8 | 20 8 | 23 8 | 23 8 |
| Etah | 17 8 | 17 — | 24 — | 23 — | 5 — | 5 — | 9 — | 9 — | 24 — | 24 — | 24 — | 25 — |
| Western— | | | | | | | | | | | | |
| Meerut | 16 — | 15 8 | 24 8 | 23 8 | 4 — | 4 — | 11 — | 11 — | 25 — | 25 — | 24 — | 25 — |
| Agra | 15 — | 15 — | 25 — | 25 — | 8 — | 8 — | 10 — | 10 — | 26 — | 26 — | 25 — | 25 — |
| Muttra | 16 — | 16 — | 27 — | 27 — | 7 — | 7 — | 12 — | 12 — | 26 — | 26 — | 26 — | 26 — |
| Aligarh | 17 — | 17 — | 24 8 | 25 — | 5 — | 5 — | ... | ... | 25 — | 25 — | 25 — | 25 — |
| Bulandshahr | 17 8 | 17 — | 24 — | 23 — | 5 — | 5 — | 9 — | 9 — | 27 — | 27 — | 26 — | 26 — |
| Submontane, east— | | | | | | | | | | | | |
| Ballia | 14 — | 15 4 | 24 — | 25 — | 6 4 | 6 4 | 11 4 | 10 4 | 23 — | 20 — | 21 — | 20 — |
| Asansgarh | 15 — | 15 4 | 23 6 | 23 4 | 8 8 | 8 8 | 15 4 | 12 8 | ... | ... | ... | ... |
| Gorakhpur | 16 8 | 16 6 | 24 4 | 23 7 | 12 2 | 12 1 | 14 6 | 14 18 | ... | 21 9 | 14 14 | 14 4 |
| Basti | 15 10 | 15 — | 24 8 | 24 8 | 8 8 | 8 8 | 18 8 | 18 12 | 25 — | 25 — | ... | ... |

state the number of sers (of 80 tolas) and chittacks sold for one rupee)

| MARUA OR BAGI (<i>Eleusine coracana</i>) | | KANGNI OR KAKUN, ITALIAN MILLET (<i>Setaria italica</i>) | | GRAM, CHENNA, CHOLA, KADAIAY, OR SUNAGA (<i>Cicer arictinum</i>) | | MAIZE (<i>Zea Mays</i>) | | ARHAR OR THUR, CADJAN PRA (<i>Cajanus indicus</i>) | | SALT | | Districts |
|---|---------------------------------|--|---------------------------------|---|---------------------------------|--------------------------------|---------------------------------|--|---------------------------------|--------------------------------|---------------------------------|-------------------|
| Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month | |
| ... | ... | ... | ... | 16 — | 14 — | ... | ... | 11 — | 11 — | 13 — | 13 4 | Bengal—continued |
| ... | ... | ... | ... | 15 13 | 15 — | ... | ... | 11 4 | 10 8 | 13 8 | 14 — | Central— |
| ... | ... | ... | ... | 15 12 | 15 12 | ... | ... | 15 — | 16 — | 12 — | 12 — | Baokura |
| ... | ... | ... | ... | 17 — | 16 — | ... | ... | 12 8 | 12 8 | 12 — | 11 8 | Bardwan |
| ... | ... | ... | ... | 15 — | 16 — | 20 — | 20 — | 20 — | 20 — | 11 — | 11 8 | Birbhum |
| ... | ... | ... | ... | 15 — | 15 — | ... | ... | 11 14 | 10 8 | 12 — | 12 — | Murshidabad |
| ... | ... | ... | ... | 15 12 | 15 12 | ... | ... | 17 4 | 15 12 | 12 12 | 12 12 | Saughal Parganas |
| ... | ... | ... | ... | 18 12 | 18 12 | ... | ... | 12 12 | 12 12 | 12 12 | 12 12 | Pabna |
| ... | ... | ... | ... | 17 — | 17 — | ... | 23 — | 12 — | 12 — | 12 — | 12 — | Bogra |
| ... | ... | ... | ... | 14 10 | 14 6 | 18 — | 18 — | 9 — | 9 — | 12 14 | 12 14 | Rajshahi |
| ... | ... | ... | ... | 15 9 | 17 — | ... | ... | 12 — | 11 — | 13 — | 13 — | Malda |
| ... | ... | ... | ... | 14 — | 14 — | ... | ... | 9 4 | 9 4 | 12 — | 12 — | Northern— |
| 13 — | 13 — | ... | ... | 13 — | 13 — | 18 — | 20 — | 6 8 | 6 8 | 10 — | 10 — | Bangpur |
| ... | ... | ... | ... | 15 12 | 15 12 | ... | ... | 9 13 | 9 13 | 16 — | 16 — | Dinajpur |
| ... | ... | ... | ... | 16 6* | 17 1* | ... | ... | 16 6 | 14 7 | 15 — | 15 — | Jalpaiguri |
| ... | ... | ... | ... | 14 — | 14 — | ... | ... | 10 — | 10 — | 13 — | 13 — | Hills— |
| ... | ... | ... | ... | 13 — | 13 — | 18 — | 20 — | 10 — | 10 — | 11 — | 11 — | Darjeeling |
| ... | ... | ... | ... | 16 — | 15 — | 22 — | 22 — | 11 — | 11 — | 12 — | 12 — | Orissa— |
| 36 — | 32 — | ... | ... | 16 — | 16 — | 24 — | 23 — | 8 — to 8 8 | 7 8 to 8 — | 11 — | 11 — | Puri |
| 28 — | 27 8 | ... | ... | 20 4 | 20 4 | 25 5 | 25 5 | 11 4 | 12 6 | 12 8 | 12 6 | Cuttack |
| ... | ... | ... | ... | 16 8 | 17 12 | 22 — | 22 — | 10 — | 9 12 | 10 8 | 10 8 | Balasore |
| ... | ... | ... | ... | 21 — | 20 — | 21 — | 21 — | 10 — | 10 — | 12 — | 12 4 | Chota Nagpur— |
| ... | ... | ... | ... | 20 8 | 21 8 | 23 9 | 22 9 | 11 12 | 11 8 | 13 2 | 13 2 | Singbhum |
| 30 — | 30 — | 23 — | 20 — | 23 — | 22 — | 23 — | 27 — | 14 — | 15 — | 13 — | 12 — | Mánbhum |
| ... | ... | ... | ... | 23 — | 23 — | 25 — | 25 — | 13 — | 13 — | 13 — | 13 — | Báuchi |
| ... | ... | ... | ... | 16 — | 16 — | 30 — | 30 — | 10 — | 9 8 | 11 — | 11 — | Paláman |
| ... | ... | ... | ... | 19 — | 19 — | 23 12 | 21 8 | 11 6 | 11 6 | 12 10 | 12 10 | Hasáribágh |
| 33 — | 33 — | ... | ... | 19 12 | 19 12 | 27 8 | 29 — | 13 4 | 12 1 | 13 4 | 13 4 | Bihár, south— |
| 27 — | 27 — | ... | ... | 19 — | 19 — | 23 — | 23 — | 12 — | 12 8 | 12 4 | 12 8 | Monghyr |
| ... | ... | ... | ... | 21 — | 23 — | 26 — | 27 — | 26 — | 14 — | 12 8 | 12 12 | Gaya |
| 34 — | 34 — | ... | ... | 22 — | 23 — | 29 8 | 30 — | 17 — | 17 8 | 12 8 | 12 8 | Patna |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Shahabad |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Bihár, north— |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Purnea |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Bhágalspur |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Darbhanga |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Muzaffarpur |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Sáran |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Champáras |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | United Provinces: |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | (a) AGRA— |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Eastern— |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Mirzapur |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Benares |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Ghazipur |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Jaunpur |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Allahabad |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Central— |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Bánda |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Fatehpur |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Hamirpur |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Jalaun |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Cawnpore |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Jhansi |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Etawah |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Farukhabad |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Mainpuri |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Etah |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Western— |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Meerut |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Agra |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Muttra |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Aligarh |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Bulandshahr |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Submontane, east— |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Ballia |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Azamgarh |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Gorakhpur |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Basti |

* Kulai

† Husked

RETAIL PRICES FOR THE SECOND HALF OF FEBRUARY 1904—continued (The figures

| DISTRICTS | WHEAT | | BARLEY | | RICE | | | | JAWAR OR CHOLU (Andropogon sorghum) | | BAJRA OR OUMBU (Pennisetum typhoidum) | |
|-----------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-------------------------------------|----------------------|---------------------------------------|----------------------|
| | Half-month of report | Pre-vious half-month | Half-month of report | Pre-vious half-month | Best sort | | Common | | Half-month of report | Pre-vious half-month | Half-month of report | Pre-vious half-month |
| | | | | | Half-month of report | Pre-vious half-month | Half-month of report | Pre-vious half-month | | | | |
| United Provinces—continued | | | | | | | | | | | | |
| (a) Agra—continued | | | | | | | | | | | | |
| Submontane, west— | | | | | | | | | | | | |
| Shahjahanpur | 15 8 | 16 — | 25 — | 26 — | 8 8 | 9 — | 10 8 | 10 8 | 22 — | 24 — | 22 — | 25 — |
| Budaun | 16 10 | 16 2 | 23 12 | 21 4 | 5 — | 5 — | 10 12 | 10 12 | 22 8 | 22 8 | 23 8 | 23 — |
| Filibit | 15 8 | 15 8 | 23 4 | 23 4 | 5 — | 5 — | 14 4 | 14 4 | 26 — | 26 4 | 25 — | 25 — |
| Bareilly | 15 15 | 15 15 | 25 — | 25 — | 7 3 | 7 3 | 11 14 | 11 14 | 26 4 | 27 8 | 24 6 | 24 1 |
| Moradabad | 16 10 | 17 4 | 25 8 | 25 8 | 5 — | 5 — | 10 12 | 10 12 | 23 14 | 31 4 | 29 12 | 27 12 |
| Bijnor | 15 12 | 15 4 | 27 — | 25 — | 4 8 | 4 8 | 11 4 | 11 8 | ... | ... | 25 4 | 25 — |
| Muzaffarnagar | 16 4 | 17 1 | 27 8 | 27 8 | 10 4 | 10 — | 11 9 | 11 9 | 26 15 | 25 14 | 27 12 | 25 14 |
| Saharanpur | 16 1 | 16 10 | 25 13 | 25 13 | 3 11 | 3 11 | 9 11 | 9 11 | 24 11 | 24 11 | 30 1 | 30 1 |
| Dehra-Dun | 16 — | 16 — | 23 — | 22 — | 5 8 | 5 8 | 9 — | 9 — | 24 — | 24 — | 28 — | 27 — |
| Hills— | | | | | | | | | | | | |
| Naini Tal | 12 — | 12 — | 16 — | 16 — | 4 — | 4 — | 8 — | 8 — | ... | ... | 16 — | 16 — |
| Almora | 15 — | 15 — | 16 8 | 16 8 | 4 — | 4 — | 11 — | 11 — | ... | ... | ... | ... |
| Garhwal | 10 — | 10 — | 13 — | 13 — | 5 — | 5 — | 7 8 | 9 — | ... | ... | ... | ... |
| (b) OUDH— | | | | | | | | | | | | |
| Southern— | | | | | | | | | | | | |
| Partabgarh | 16 — | 16 — | 20 — | 21 — | 8 — | 8 — | 12 8 | 13 8 | 23 — | 22 — | 31 — | 32 — |
| Sultanpur | 16 8 | 16 12 | 23 — | 21 8 | 6 — | 6 8 | 14 — | 14 — | ... | ... | ... | ... |
| Bac-Bareilly | 16 — | 17 — | 24 — | 24 — | 5 8 | 5 8 | 14 8 | 14 8 | 22 — | 23 — | 22 — | 24 — |
| Unao | 16 8 | 16 — | 22 — | 22 — | 6 — | 6 — | 11 — | 11 — | 23 — | 23 — | 26 — | 26 — |
| Lucknow | 15 8 | 16 — | 25 — | 24 — | 5 — | 5 — | 12 8 | 12 — | 24 — | 22 — | 23 — | 23 — |
| Hardoi | 16 — | 16 — | 25 — | 26 — | ... | ... | 10 — | 10 — | 23 — | 23 — | 23 — | 24 — |
| Northern— | | | | | | | | | | | | |
| Fyzabad | 15 12 | 15 12 | 24 — | 22 8 | ... | ... | 10 — | 10 — | 24 — | 24 — | 31 — | 31 — |
| Barabanki | 15 — | 15 8 | 20 — | 20 — | 6 — | 6 — | 11 — | 11 — | 19 — | 22 — | 20 — | 25 — |
| Gonda | 16 4 | 16 4 | 24 8 | 25 — | ... | ... | 12 8 | 12 8 | 28 — | 28 — | 20 — | 22 — |
| Bahraich | 17 8 | 18 — | 33 — | 34 — | 7 — | 7 — | 14 4 | 14 4 | 32 — | 33 — | 27 8 | 27 — |
| Sitapur | 16 — | 17 — | 27 — | 28 — | 5 — | 5 — | 10 — | 10 — | 27 — | 30 — | 27 — | 28 — |
| Kheri | 16 12 | 16 12 | 28 — | 28 — | 6 — | 6 — | 12 — | 12 — | 29 — | 29 — | 26 — | 26 — |
| Rajputana— | | | | | | | | | | | | |
| Eastern— | | | | | | | | | | | | |
| Partabgarh | 11 13 | 12 15 | 37 — | 38 12 | 4 5 | 4 3 | 8 2 | 9 13 | 37 2 | 36 3 | ... | ... |
| Banswara | 20 — | 21 — | 24 — | 24 — | 7 — | 7 — | 14 — | 12 — | ... | ... | ... | ... |
| Mewar (Udaipur) | 12 8 | 11 15 | 28 14 | 27 14 | 7 — | 7 2 | 7 3 | 7 9 | 32 2 | 31 15 | 17 10 | 17 8 |
| Hilly Tracts of Mewar (Dungarpur) | 15 10 | 21 — | 39 8 | 37 8 | 9 12 | 8 6 | 13 8 | 13 9 | ... | ... | ... | ... |
| Sirohi | 13 8 and 14 — | 13 — | 20 — | 20 — | 5 4 | 5 4 | 7 8 | 7 8 | 16 — | 16 — | 16 — | 16 — |
| Eripura | 14 1 | 14 — | 22 4 | 21 8 | 6 — | 6 4 | 8 — | 8 — | 23 — | 22 — | 20 7 | 20 — |
| Ajmer | 13 2 1/2 | 13 2 1/2 | 21 — | 21 — | 6 — | 6 — | 8 — | 8 — | 26 — | 26 — | 20 — | 20 — |
| Abu | 13 14 and 14 8 | 13 9 and 14 3 | 19 5 | 19 — | 5 14 | 5 14 | 8 2 | 8 2 | 20 11 | 20 11 | 15 3 | 15 3 |
| Kishangarh | 14 — | 14 — | 28 — | 24 — | 6 — | 6 — | 10 — | 10 — | 29 — | 29 — | 24 — | 22 — |
| Bundi | 15 — | 16 4 | 32 — | 48 4 | 8 — | 8 — | 10 8 | 10 8 | 37 12 | 37 13 | 23 2 | 20 — |
| Kotah | 15 — | 17 8 | 40 — | 40 — | 8 — | 7 8 | 10 — | 9 — | 39 — | 39 — | 20 — | 20 — |
| Jhalawar | 13 4 | 13 4 | 26 10 | 26 10 | 6 10 | 6 10 | 8 14 | 8 14 | 30 12 | 29 12 | 20 — | 20 — |
| Tonk | 12 4 | 12 10 | 31 9 | 31 3 | 4 13 | 4 14 | 6 — | 6 1 | 40 5 | 39 — | 42 4 | 38 2 |
| Jaipur | 14 11 | 14 2 | 24 14 | 24 7 | 5 15 | 5 14 | 7 1 | 6 15 | 30 7 | 28 14 | 24 9 | 24 3 |
| Karauli | 16 15 | 16 14 | 28 2 | 28 2 | 10 15 | 10 15 | 11 4 | 11 4 | 31 4 | 31 4 | 26 14 | 26 14 |
| Dholpur | 16 8 | 16 13 | 24 4 | 24 1 1/4 | 8 8 | 7 8 | 9 8 | 9 2 | 29 12 | 31 5 1/2 | 30 15 | 30 12 |
| Bharatpur | 17 9 | 17 9 | 28 4 | 28 4 | 5 — | 5 — | 7 — | 7 — | 30 4 | 30 4 | 29 4 | 28 12 |
| Alwar | 14 6 | 14 6 | 23 4 | 23 4 | 8 — | 8 — | 8 7 | 8 7 | 26 — | 26 — | 23 3 | 23 3 |
| Deoli | 13 — | 14 8 | 30 12 | 30 4 | 5 — | 5 — | 6 — | 6 — | 37 — | 36 4 | 29 — | 29 4 |
| Nasirabad | 14 — | 13 8 | ... | ... | 8 — | 8 — | 9 — | 9 — | 29 — | 29 — | 21 — | 21 — |
| Balmer | 14 — | 13 8 | ... | ... | 6 — | 6 — | 8 — | 8 — | 20 — | 20 4 | 17 12 | 18 — |
| Anadra | 14 4 and 14 8 | 14 1 and 14 9 | ... | ... | 6 6 | 6 6 | 8 8 | 8 8 | ... | ... | 16 4 | 16 4 |
| Shahpura | 13 8 | 12 12 | 31 — | 30 8 | 8 — | 8 — | 9 — | 9 — | 38 — | 38 — | 24 — | 23 — |
| Western— | | | | | | | | | | | | |
| Jodhpur | 13 6 1/2 and 13 14 | 13 — and 13 9 1/2 | 20 14 | 21 — | 6 4 | 6 4 | 7 8 | 7 8 | 22 — | 22 — | 16 4 | 16 9 and 18 — |
| Jaisalmer | 11 1 | 11 3 | ... | ... | 6 13 | 6 13 | 10 1 | 10 1 | 18 6 | 17 6 | 17 6 | 16 7 |
| Bikaner | 12 8 | 12 — | 21 — | 21 — | 3 8 | 3 8 | 7 — | 7 8 | ... | ... | 18 — | 18 8 |
| Central India— | | | | | | | | | | | | |
| Indore | 12 — | 12 — | 21 — | 20 — | 8 — | 7 — | 9 — | 9 — | 24 — | 22 — | 20 — | 20 — |
| Nimach | 13 — | 13 — | ... | ... | 8 — | 8 — | 8 8 | 8 8 | 32 — | 32 — | 18 — | 17 — |
| Gwalior | 13 1 | 13 1 | 34 3 | 34 — | 6 15 | 6 15 | 8 7 | 8 7 | 27 10 | 27 10 | 27 10 | 27 10 |
| Punjab— | | | | | | | | | | | | |
| Southern— | | | | | | | | | | | | |
| Bhawal | 16 — | 16 — | 33 — | 32 — | ... | ... | 12 — | 12 — | 33 — | 33 — | 26 — | 26 — |
| Ferozpur | 17 — | 17 — | 30 — | 28 — | ... | ... | 8 — | 8 — | 34 — | 34 — | 26 — | 26 — |
| Central— | | | | | | | | | | | | |
| Lahore | 16 8 | 16 8 | 27 8 | 29 8 | ... | ... | 8 14 | 8 14 | 20 8 | 27 8 | 24 8 | 22 8 |
| Gujranwala | 18 2 | 18 14 | 27 8 | 27 6 | ... | ... | 10 8 | 10 8 | 23 3 | 24 — | 22 12 | 23 — |
| Gujrat | 18 — | 18 8 | 32 — | 32 — | ... | ... | 12 — | 12 — | 25 — | 24 — | 25 — | 25 — |
| Jhelam | 17 8 | 17 — | 25 8 | 25 8 | ... | ... | 9 — | 9 — | 24 — | 24 — | 23 — | 23 — |

state the number of sars (of 80 tolas) and chittacks sold for one rupee)

| MAHUA OR BAOI (<i>Eleusine coracana</i>) | | KANGNI OR KAKUM, ITALIAN MILLET (<i>Setaria italica</i>) | | GRAM, CHENNA, OHOLA, KADALAY, OR SUNAGA (<i>Oicer aristinum</i>) | | MAIZE (<i>Zea Mays</i>) | | ARHAR OR THUR, OAJAN PEA (<i>Cajanus indicus</i>) | | SALT | | Districts |
|---|---------------------------------|--|---------------------------------|---|---------------------------------|--------------------------------|---------------------------------|---|---------------------------------|--------------------------------|---------------------------------|---|
| Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month | Half- month of report | Pre- vious half- month | |
| ... | ... | ... | ... | 18 — | 19 — | 28 — | 23 — | 9 8 | 9 8 | 11 12 | 11 12 | United Provinces—continued (a) AGRA—continued Submontane, west— |
| ... | ... | 16 — | 16 — | 18 12 | 18 — | 25 — | 26 — | 11 —* | 11 —* | 12 — | 12 — | |
| ... | ... | 18 8 | 18 12 | 28 8 | 28 8 | ... | ... | 10 8* | 10 8* | 12 8 | 12 8 | Shahjahanpur |
| ... | ... | 22 8 | 22 8 | 19 6 | 19 6 | 31 4 | 31 4 | 11 4 | 11 4* | 13 2 | 13 2 | Budaun |
| ... | ... | 15 2 | 15 2 | 19 12 | 19 12 | 33 12 | 32 4 | 10 8 | 10 8 | 13 2 | 13 2 | Pilibit |
| ... | ... | ... | ... | 19 12 | 19 12 | ... | ... | 10 —* | 10 — | 12 4 | 12 12 | Bareilly |
| ... | ... | ... | ... | 22 — | 22 — | 25 18 | 25 5 | 8 18 | 8 18 | 13 12 | 13 12 | Moradabad |
| ... | ... | 25 13 | 25 18 | 23 1 | 23 1 | 30 1 | 30 1 | 9 11* | 9 11* | 13 6 | 13 6 | Bijnor |
| 27 11 | 27 11 | ... | ... | 20 — | 20 — | 27 — | 25 — | 9 —* | 9 —* | 12 — | 12 — | Muzaffarnagar |
| 25 — | 25 — | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Saharanpur |
| ... | ... | ... | ... | 14 8 | 14 8 | 16 — | 16 — | 8 — | 8 — | 8 — | 8 — | Dehra-Dun |
| 16 — | 16 — | ... | ... | 12 8 | 12 8 | ... | ... | 8 —* | 8 —* | 10 — | 10 — | Hills— |
| 19 — | 18 — | ... | ... | 8 — | 8 — | ... | ... | 6 —* | 6 — | 8 — | 8 — | Naini Tal |
| 15 — | 15 — | 15 — | 15 — | ... | ... | ... | ... | ... | ... | ... | ... | Almora |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Garhwal |
| ... | ... | 14 — | 14 — | 18 — | 19 — | 21 — | 21 — | 10 —* | 10 —* | 13 — | 13 — | (b) OUDH— Southern— |
| ... | ... | ... | ... | 19 8 | 19 8 | ... | ... | 10 —* | 11 —* | 13 — | 13 — | |
| 26 — | 26 — | 22 — | 22 — | 19 — | 19 — | 22 — | 22 — | 10 — | 10 —* | 13 — | 13 — | Partabgarh |
| ... | ... | 16 — | 16 — | 20 — | 20 — | 28 — | 28 — | 10 —* | 10 —* | 12 — | 12 — | Sultanpur |
| ... | ... | 16 — | 16 — | 20 — | 20 — | 28 — | 28 — | 10 —* | 10 —* | 12 — | 12 — | Rao-Bareilly |
| ... | ... | 27 — | 27 — | 19 — | 20 — | 25 — | 29 — | 11 —* | 11 —* | 12 8 | 12 8 | Unao |
| 26 — | 26 — | ... | ... | ... | ... | ... | ... | 11 — | 11 — | 12 — | 12 — | Lucknow |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Hardoi |
| ... | ... | 19 — | 19 — | 19 8 | 21 10 | 26 4 | 26 8 | 10 8* | 11 —* | 12 — | 12 — | Northern— |
| ... | ... | ... | ... | 19 — | 19 — | 25 — | 25 — | 10 8 | 10 — | 13 — | 13 — | |
| 22 — | 22 — | 18 — | 15 — | 23 — | 23 — | 27 8 | 29 8 | 10 8* | 10 8* | 12 — | 12 — | Fyzabad |
| ... | ... | 18 — | 18 — | 26 — | 26 — | 34 — | 34 — | 11 4 | 11 4 | 12 8 | 12 8 | Barabanki |
| 26 — | 26 — | 22 — | 23 — | 22 — | 23 — | 29 — | 30 — | 11 — | 11 — | 12 8 | 12 8 | Gonda |
| 33 — | 32 — | 10 — | 10 — | 21 — | 21 — | 32 — | 32 — | 11 —* | 11 —* | 12 12 | 12 12 | Bahraich |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Sitapur |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Kheri |
| ... | ... | ... | ... | 25 4 | 24 — | 43 9 | 42 2 | 8 9 | 11 8 | 11 13 | 12 5 | Rajputana— Eastern— |
| ... | ... | ... | ... | 32 — | 30 — | 64 — | 64 — | ... | ... | 11 12 | 11 12 | |
| ... | ... | 17 10 | 17 8 | 16 13 | 17 2 | 33 11 | 31 15 | 8 — | 8 6 | 12 7 | 12 12 | Partabgarh |
| ... | ... | ... | ... | 38 8 | 35 — | 54 — | 54 8 | ... | ... | 11 8 | 10 12 | Banswara |
| ... | ... | 13 — | 18 — | 14 — | 14 — | 20 — | 20 — | 12 8 | 12 8 | 13 8 | 14 — | Mewar (Udaipur) |
| ... | ... | ... | ... | 16 8 | 16 8 | ... | ... | ... | ... | 15 — | 15 — | Hilly Tracts of Mewar (Dungarpur) |
| ... | ... | 15 — | 15 — | 18 — | 18 — | 25 — | 25 — | ... | ... | 15 — | 15 — | Sirohi |
| ... | ... | ... | ... | 15 — | 15 — | 19 7 | 20 11 | 8 5 | 8 5 | 13 9 | 13 9 | Erinpura |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Ajmer |
| ... | ... | ... | ... | 20 8 | 20 — | 29 — | 29 — | ... | ... | 16 — | 16 — | Abu |
| ... | ... | ... | ... | 29 — | 29 — | 57 12 | 58 — | ... | ... | 12 8 | 12 8 | Kishangarh |
| ... | ... | ... | ... | 27 — | 28 — | ... | ... | 8 — | 8 — | 12 8 | 12 8 | |
| ... | ... | ... | ... | 13 — | 22 2 | 37 — | 37 — | 6 10 | 6 10 | 11 14 | 11 11 | Bundi |
| ... | ... | ... | ... | 21 12 | 22 2 | 42 2 | 42 5 | ... | ... | 13 9 | 14 — | Kotah |
| ... | ... | 11 14 | 11 11 | 22 5 | 21 2 | 28 4 | 27 12 | 23 9 | 22 4 | 15 9 | 14 11 | Jhalawar |
| ... | ... | 25 — | 25 — | 29 6 | 27 12 | ... | ... | 25 — | 25 — | 12 13 | 12 13 | Tonk |
| ... | ... | 16 — | 16 — | 20 94 | 21 12 | ... | ... | 11 5 | 16 5 | 13 12 | 13 12 | Jaipur |
| ... | ... | 19 8 | 19 8 | 21 8 | 21 8 | 24 8 | 24 8 | 11 4 | 11 4 | 14 4 | 14 4 | |
| ... | ... | 15 — | 15 — | 21 4 | 21 4 | 23 15 | 23 15 | 18 — | 18 — | 15 4 | 15 4 | Karauli |
| ... | ... | ... | ... | 24 8 | 22 8 | 36 — | 35 4 | 8 — | 8 — | 14 4 | 14 4 | Dholpur |
| ... | ... | ... | ... | 20 — | 19 — | ... | ... | 10 — | 10 — | 15 8 | 15 8 | Bharatpur |
| ... | ... | ... | ... | 14 — | 14 — | ... | ... | ... | ... | 16 — | 16 — | Alwar |
| ... | ... | ... | ... | 14 8 | 14 8 | 19 — | 19 — | ... | ... | 14 — | 14 — | Deoli |
| ... | ... | ... | ... | 17 12 | 18 — | 35 8 | 35 4 | ... | ... | 12 12 | 12 4 | Nasirabad |
| ... | ... | ... | ... | 18 1 | 17 84 | 23 9 | 22 54 | 8 2 | 8 2 | 16 8 | 16 8 | Balmer |
| ... | ... | ... | ... | 11 4 | 12 8 | ... | ... | ... | ... | 21 — | 21 — | Western— |
| ... | ... | ... | ... | 21 — | 20 — | ... | ... | 8 8 | 8 8 | 13 4 | 13 4 | |
| ... | ... | ... | ... | 24 — | 22 — | 40 — | 35 — | 10 8 | 10 — | 13 4 | 12 — | Central India— |
| ... | ... | 19 12 | 19 12 | 24 12 | 24 12 | 35 6 | 35 6 | 10 12 | 11 8 | 13 1 | 13 1 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Indore |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Nimsach |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Gwalior |
| ... | ... | ... | ... | 28 — | 27 — | ... | ... | ... | ... | 12 — | 12 — | Panjab— Southern— |
| ... | ... | 10 — | 10 — | 27 — | 29 — | 32 — | 30 — | 10 — | 10 — | 14 — | 14 — | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Hissar |
| ... | ... | 24 8 | 21 8 | 25 8 | 25 8 | 29 — | 29 8 | 10 4 | 10 4 | 15 4 | 14 8 | Ferozpur |
| ... | ... | 23 — | 23 — | 27 8 | 27 8 | 24 8 | 24 8 | ... | ... | 16 — | 16 — | Central— |
| ... | ... | ... | ... | 25 — | 24 8 | 26 — | 26 — | ... | ... | 16 — | 15 — | |
| ... | ... | ... | ... | 24 8 | 24 — | 25 — | 25 — | ... | ... | 16 — | 16 — | Lahore |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Gujranwala |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Gujrat |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Jhelam |

* Husked

RETAIL PRICES FOR THE SECOND HALF OF FEBRUARY 1904—continued (The figures

| DISTRICTS | WHEAT | | BARLEY | | RICE | | | | JAWAR OR CHOLU (Andropogon sorghum) | | BAJRA OR CUMBU (Pennisetum typhoides) | |
|-------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-------------------------------------|----------------------|---------------------------------------|----------------------|
| | Half-month of report | Pre-vious half-month | Half-month of report | Pre-vious half-month | Half-month of report | Pre-vious half-month | Half-month of report | Pre-vious half-month | Half-month of report | Pre-vious half-month | Half-month of report | Pre-vious half-month |
| Panjab—continued | | | | | | | | | | | | |
| <i>South-eastern—</i> | | | | | | | | | | | | |
| Gurgaon | 15 4 | 15 12 | 24 8 | 24 8 | ... | ... | 8 — | 8 — | 27 8 | 26 8 | 24 — | 24 — |
| Delhi | 15 8 | 15 8 | 26 — | 26 — | ... | ... | 10 — | 10 — | 27 — | 27 — | 22 — | 22 — |
| Rohtak | 15 8 | 16 — | 24 — | 24 — | ... | ... | 10 — | 10 — | 28 — | 28 — | 24 — | 24 — |
| Karnal | 17 — | 17 8 | 25 — | 25 — | ... | ... | 9 — | 9 — | 32 — | 32 — | 22 — | 22 — |
| <i>Submontane—</i> | | | | | | | | | | | | |
| Ambala | 19 8 | 18 12 | 26 8 | 20 8 | ... | ... | 12 8 | 12 8 | 34 — | 34 — | 25 4 | 20 8 |
| Ludhiana | 18 8 | 19 — | 27 — | 28 — | ... | ... | 10 8 | 10 — | 31 — | 30 — | 25 8 | 25 — |
| Jalandhar | 18 — | 19 — | 24 — | 24 — | ... | ... | 10 — | 10 — | 29 — | 31 — | 22 — | 20 — |
| Hoshiarpur | 18 8 | 19 — | 24 — | 24 — | ... | ... | 10 — | 10 — | 26 — | 26 — | 22 — | 23 — |
| Gurdaspur | 18 — | 19 — | 23 — | 25 — | ... | ... | 10 — | 10 — | 24 — | 24 — | ... | ... |
| Amritsar | 17 — | 18 — | 23 — | 24 — | ... | ... | 10 — | 10 — | 26 — | 26 — | 24 — | 25 — |
| Sialkot | 16 12 | 17 8 | 24 — | 25 — | ... | ... | 13 — | 13 — | 26 — | 26 — | 25 — | 26 — |
| <i>Hills—</i> | | | | | | | | | | | | |
| Simla | 14 5 | 13 9 | 16 14 | 17 — | ... | ... | 7 8 | 7 8 | 21 9 | 16 — | 18 12 | 14 — |
| Kangra | 20 — | 19 — | 26 — | 26 — | ... | ... | 12 — | 12 — | ... | ... | ... | ... |
| <i>Northern—</i> | | | | | | | | | | | | |
| Rawalpindi | 16 12 | 17 — | 23 — | 23 8 | ... | ... | 8 4 | 9 8 | 24 8 | 25 — | 21 — | 21 — |
| <i>Western—</i> | | | | | | | | | | | | |
| Bahpur | 18 12 | 19 8 | 27 — | 28 — | ... | ... | 9 8 | 9 8 | 23 — | 23 — | 23 — | 23 — |
| Jhang | 17 — | 16 — | 22 — | 23 — | ... | ... | 10 — | 10 — | 27 — | 26 — | 22 — | 21 — |
| Multan | 14 4 | 14 4 | 24 8 | 22 — | ... | ... | 12 8 | 12 8 | 25 — | 24 — | 21 8 | 22 — |
| Montgomery | 16 — | 16 — | ... | ... | ... | ... | 9 — | 8 5 | 23 — | ... | 21 — | 20 — |
| Muzaffargarh | 16 8 | 16 8 | 24 — | 22 — | ... | ... | 10 — | 13 — | 23 — | 22 — | 20 — | 20 — |
| Dera Ghazi Khan | 15 — | 15 — | 23 12 | 23 12 | ... | ... | 10 — | 12 8 | 26 4 | 26 4 | 23 12 | 23 12 |
| N.W. Frontier Province— | | | | | | | | | | | | |
| Hasara | 14 6 | 14 2 | 19 10 | 19 10 | 5 — | 5 — | 9 12 | 9 12 | 19 — | 19 — | 16 — | 16 — |
| Peshawar | 17 — | 17 — | 27 — | 27 — | 6 3 | 6 3 | 9 12 | 9 12 | 25 — | 26 — | 20 — | 19 — |
| Kohat | 16 3 | 15 15 | 24 9 | 24 12 | 5 7 | 5 12 | 11 5 | 11 5 | ... | ... | 21 5 | 21 5 |
| Bannu | 22 13 | 23 7 | 36 14 | 33 12 | 15 10 | 15 — | 16 14 | 16 4 | 32 14 | 32 8 | 27 8 | 25 10 |
| Dera Ismail Khan | 17 44 | 17 12 | 26 7 | 25 — | 5 — | 5 — | 7 13 | 7 13 | 40 — | 37 104 | 29 3 | 28 6 |
| Sind and Baluchistan— | | | | | | | | | | | | |
| Karachi | 12 8 | 12 8 | ... | ... | 9 — | 9 — | 11 — | 11 — | 19 — | 19 — | 19 — | 19 — |
| Hyderabad | 13 — | 13 — | ... | ... | 8 — | 8 — | 10 — | 10 — | 20 — | 20 — | 20 — | 19 — |
| Thar and Parkar (Umarkot) | 13 — | 13 — | ... | ... | 12 — | 12 — | 13 — | 13 — | ... | ... | 15 8 | 15 8 |
| Bhikarpur | 14 8 | 15 — | ... | ... | 10 — | 10 — | 14 — | 14 — | 24 — | 24 — | 24 8 | 24 — |
| Upper Sind Frontier | 12 8 | 12 8 | ... | ... | 9 8 | 9 8 | 10 — | 10 8 | 26 — | 25 — | 28 — | 28 8 |
| Quetta | { to 13 4 | { to 13 — | { 16 — | { 16 — | { 5 — | { 5 — | { 8 — | { 8 — | { 20 — | { 20 — | { 19 — | { 19 — |
| Bombay— | | | | | | | | | | | | |
| <i>Konkan—</i> | | | | | | | | | | | | |
| Karwar | 11 11 | 11 11 | ... | ... | 10 2 | 10 2 | 11 10 | 11 2 | ... | ... | ... | ... |
| Ratnagiri | 10 2 | 10 2 | ... | ... | 8 — | 8 — | 10 11 | 10 11 | ... | ... | 17 4 | 17 14 |
| Alibag | 8 5 | 9 4 | ... | ... | 9 7 | 9 — | 10 5 | 9 14 | ... | ... | 15 12 | 15 12 |
| Bombay | 8 7 | 8 7 | ... | ... | 6 6 | 6 6 | 8 7 | 8 7 | 14 11 | 14 11 | 14 9 | 14 9 |
| Tanna | 10 15 | 10 15 | ... | ... | 9 4 | 9 4 | 10 3 | 10 3 | 20 6 | 20 6 | 19 13 | 19 13 |
| <i>Deccan and Karnatak—</i> | | | | | | | | | | | | |
| Dharwar | 13 6 | 13 6 | ... | ... | 13 6 | 13 6 | 14 7 | 14 7 | 25 6 | 25 6 | 23 15 | 25 12 |
| Belgaum | 14 3 | 14 3 | ... | ... | 12 1 | 11 9 | 13 2 | 12 10 | 22 13 | 22 13 | 23 6 | 24 6 |
| Satara | 12 11 | 11 10 | ... | ... | 7 15 | 7 15 | 9 7 | 9 7 | 21 14 | 21 5 | 20 2 | 21 8 |
| Sholapur | 18 10 | 18 10 | ... | ... | 10 8 | 10 8 | 11 11 | 11 11 | 33 15 | 35 12 | 31 3 | 33 13 |
| Bijapur | 18 — | 18 — | ... | ... | 11 6 | 11 6 | 12 3 | 12 3 | 32 14 | 34 11 | 39 6 | 37 8 |
| Poona | 10 6 | 10 6 | ... | ... | 8 2 | 8 2 | 9 3 | 9 3 | 25 5 | 25 5 | 21 2 | 21 2 |
| <i>Khandesh and N.E. Deccan—</i> | | | | | | | | | | | | |
| Ahmadnagar | 14 8 | 13 1 | ... | ... | 8 14 | 8 14 | 9 13 | 9 13 | 26 2 | 30 4 | 23 6 | 23 6 |
| Nasik | 14 — | 13 5 | ... | ... | 8 12 | 8 12 | 10 8 | 10 8 | ... | ... | 21 — | 21 — |
| Dhulia | 11 9 | 11 9 | ... | ... | 7 6 | 7 6 | 9 6 | 9 6 | 24 — | 24 — | 21 12 | 21 13 |
| <i>Gujarat—</i> | | | | | | | | | | | | |
| Surat | 12 15 | 13 7 | ... | ... | 7 14 | 8 5 | 9 4 | 9 4 | 18 9 | 19 — | 19 — | 19 — |
| Broach | 13 — | 13 — | ... | ... | 8 — | 8 — | 10 — | 10 — | 25 — | 25 — | 18 — | 20 — |
| Kaira | 16 — | 16 — | ... | ... | 7 8 | 7 8 | 11 — | 11 — | 27 8 | 27 8 | 21 — | 21 — |
| Baroda | 13 — | 13 — | ... | ... | 9 — | 9 — | 10 — | 10 — | 22 — | 21 — | 18 — | 18 — |
| Ahmadabad | 16 — | 16 — | ... | ... | 7 — | 7 — | 10 — | 10 — | 28 — | 28 — | 19 — | 19 — |
| Godhra | 11 8 | 12 — | ... | ... | 9 8 | 9 8 | 10 8 | 11 — | ... | ... | 21 — | 23 — |
| Dise | 17 — | 16 8 | ... | ... | 7 — | 7 — | 8 8 | 8 — | 24 12 | 26 — | 21 — | 20 8 |
| <i>Kathiawar—</i> | | | | | | | | | | | | |
| Rajkot | ... | 18 — | ... | ... | 7 8 | 6 — | 10 — | 8 8 | 26 8 | 25 — | 20 — | 20 — |
| Central Provinces— | | | | | | | | | | | | |
| <i>Western—</i> | | | | | | | | | | | | |
| Nimar | 13 1 | 13 1 | ... | ... | 5 13 | 5 13 | 11 — | 10 14 | 26 7 | 26 7 | ... | ... |
| Asirgarh Cantonment | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Hoshangabad | 14 — | 14 11 | ... | ... | 6 4 | 6 4 | 10 12 | 10 11 | 19 3 | 19 6 | ... | ... |
| Betul | 14 10 | 14 10 | ... | ... | ... | ... | 9 10 | 9 10 | 25 6 | 25 6 | ... | ... |
| Chhindwara | 16 14 | 16 14 | ... | ... | 10 — | 10 — | 13 6 | 13 6 | 23 — | 23 13 | ... | ... |
| Nagpur | 15 — | 15 — | ... | ... | 10 — | 10 — | 12 8 | 12 8 | 20 11 | 20 11 | ... | ... |
| Wardha | 16 — | 12 13 | ... | ... | 6 6 | 7 1 | 10 10 | 9 2 | 21 5 | 21 5 | ... | ... |